County of Los Angeles
CHIEF ADMINISTRATIVE OFFICE
713 KENNETH HAHN HALL OF ADMINISTRATION • LOS ANGELES, CALIFORNIA 90012
(213) 974-1101
http://cao.co.la.ca.us

DAVID E. JANSSEN
Chief Administrative Officer

June 13, 2006

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

APPROVAL OF LACMA FUNDING AND EASEMENT AGREEMENT AND RELATED ACTIONS (THIRD DISTRICT) (3-VOTES)

IT IS RECOMMENDED THAT YOUR BOARD:

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), consider the enclosed Mitigated Negative Declaration (MND) including comments received during the public review process, which was prepared by Museum Associates and adopted by the City of Los Angeles, find that the Los Angeles County Museum of Art (LACMA) Improvement Project (Ogden Drive Vacation) will not have a significant effect on the environment, and find that the Mitigated Negative Declaration reflects the independent judgment of the County, and approve the Mitigated Negative Declaration (Attachment A).

2. Consider the enclosed Addendum to the MND, which modifies the project description to include the removal of an oak tree and which was approved by the County Department of Regional Planning in an action that included issuance of a County Oak Tree Permit, and find that it reflects the independent judgment of the County and approve the Addendum. (Attachment B).

3. Acting as a responsible agency pursuant to CEQA, consider and adopt the enclosed Mitigation Monitoring Program, which was prepared by Museum Associates and adopted by the City of Los Angeles as a condition of the project to mitigate or avoid significant effects on the environment (Attachment C).

4. Approve the Los Angeles County Museum of Art (LACMA) Improvement Project (Ogden Drive Vacation) and authorize Museum Associates to manage and deliver the project.

5. Approve and authorize the Chief Administrative Officer to execute the attached Funding and Easement Agreement (Agreement) with the Museum Associates (Associates) for the exchange of easements for related improvements at the Los Angeles County Museum of Art (LACMA) (Attachment D).

6. Authorize the Chief Administrative Officer, as more particularly described in the attached Agreement, to execute a Memorandum of Agreement with Museum Associates and to grant approvals on behalf of the County concerning the development, operation, security and maintenance of the LACMA West Park.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will allow the exchange of easements between the County and the Associates for open space parkland and the construction of new improvements at LACMA's current mid-Wilshire campus.

The new improvements proposed by the Associates include a new building for the exhibition of contemporary art, a Grand Entrance Building and connected plazas, and a new underground parking structure. Portions of the proposed parking structure and the Grand Entrance Building will be situated east of the former Ogden Drive and Hancock Park on property that is currently owned by the County, but managed by the Associates as part of LACMA.

Proposed Easement Exchange

To complete the proposed improvements and provide access to the new underground parking structure, the Associates have requested an easement across the County's property. In exchange for this easement, the Associates will grant an easement across a portion of LACMA's property along 6th Street to the County and will maintain it as open public parkland that is accessible to the public. The easement granted to the County by the Associates will be referred to as LACMA West Park.

In order to ensure that LACMA West Park is maintained in a manner and to a standard that is consistent with the County's adjacent Hancock Park, an agreement between the Associates and the County will be finalized that establishes standards and requirements for the easement's development, operation, security, and maintenance. Approval of the

recommended actions will authorize the Chief Administrative Office to complete and execute such an agreement with the Associates.

Proposed Funding Agreement

On June 20, 2005, your Board authorized a funding agreement with the Associates for the transfer of $5,000,000 to assist in the planning, design and preconstruction activities related to the proposed underground parking lot on County-owned property at the LACMA. The Associates have subsequently requested the allowable uses of this funding be expanded to include programming activities and general museum operations that are related to the improvements at LACMA. The recommended Funding Agreement reflects this expansion of allowable uses for the previously approved funding.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action is consistent with the County Strategic Plan Goal No. 4 of Fiscal Responsibility by supporting activities related to the investment in public infrastructure.

FISCAL IMPACT/FINANCING

Sufficient appropriation is available in the FY 2005-06 Project and Facility Development Budget for the transfer of $5,000,000 in Third District Capital Project net County cost to the Associates.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The Funding and Easement Agreement will grant an exclusive perpetual easement to the Associates by the County to construct, own, operate, and maintain certain portions of the improvements on real property owned by the County. Similarly, the Associates will grant to the County an exclusive perpetual easement to use and maintain a portion of LACMA's property (LACMA West Park).

The proposed Funding and Easement Agreement has been reviewed and approved as to form by County Counsel.

ENVIRONMENTAL DOCUMENTATION

On July 8, 2005, the City of Los Angeles, as lead agency, adopted the Mitigated Negative Declaration for the project in accordance with CEQA. In the course of further

planning and design, minor changes occurred that resulted in the removal and replacement of an oak tree. An Addendum for the removal of an oak tree was approved by the County Department of Regional Planning on November 2, 2005 and is submitted for your Board's approval.

Under CEQA, the County is a "responsible agency" whose discretionary approval is required in order for Associates to carry out the project. As a responsible agency your Board must consider and adopt the Mitigated Negative Declaration, Mitigation Monitoring Plan, and Addendum prepared by Associates before you may approve the project.

IMPACT ON CURRENT SERVICES OR PROJECTS

The recommended actions will have no impact on current services or projects.

CONCLUSION

Please return one adopted copy of this action to the Chief Administrative Office, Capital Projects Division for distribution.

Respectfully submitted,

DAVID E. JANSSEN
Chief Administrative Officer

DEJ:JSE
DJT:HC

c: County Counsel
Museum of Art

ATTACHMENT A

APPROVAL OF LACMA FUNDING AND EASEMENT AGREEMENT AND RELATED ACTIONS

MITIGATED NEGATIVE DECLARATION

See Attached

ATTACHMENT A
PROJECT DESCRIPTION

A. INTRODUCTION

The Applicant, the Los Angeles County Museum of Art (LACMA)/Museum Associates,[1] proposes the vacation of Ogden Drive between Wilshire Boulevard and West 6th Street, development of a new Museum Entrance and subterranean Central Plant in the vicinity of the vacated Ogden Drive right-of-way with associated tunnels connecting to existing facilities, and improvements to existing LACMA facilities located east of Ogden Drive within the County of Los Angeles-owned Hancock Park (also referred to as the LACMA East Campus). The proposed Museum Entrance area would comprise approximately 20,000 square feet with an additional, estimated 4,800 square feet of covered outdoor space. The proposed subterranean Central Plant would include a boiler room, chiller room, and electrical/generator room as well as loading dock facilities and would comprise approximately 22,400 square feet occupying the area generally below the Museum Entrance. The tunnels on either side of the Central Plant would comprise approximately 10,100 square feet of area that would be used for utility connections, temporary storage, and art movement to existing Museum facilities to the east and west. Only portions of the Museum Entrance, Central Plant, and tunnels would be located within the vacated Ogden Street right-of-way within the jurisdiction of the City of Los Angeles. The remaining portions of these improvements would be located east of Ogden Drive within County of Los Angeles property, which is exempt from City regulations, and would not require City approvals. However, to provide for a conservative analysis of potential environmental impacts, the portions of these improvements within the County property and other related tenant improvements within the County property have been evaluated in this document. These improvements are part of an effort to integrate the existing facilities of the Museum's East and West Campuses and reorient the main entrance to the institution. The West Campus will include the new Broad Contemporary Art Museum (BCAM) building, providing approximately 80,000 gross square feet for the exhibition of contemporary art, and a new subterranean parking structure located west of Ogden Drive in the same location as the existing above-ground parking garage. As discussed in more detail below, the BCAM building and the subterranean parking structure are already approved as part of existing entitlements for the West Campus and require no further discretionary action by any governmental agencies. Therefore, these elements are not included as part of the project.

[1] *Museum Associates is a private non-profit corporation doing business as (DBA) Los Angeles County Museum of Art. For ease of reference, the Applicant is referred to as LACMA throughout this document.*

B. PROJECT LOCATION AND SURROUNDING USES

LACMA is located within the Wilshire Community Plan area in the City of Los Angeles, approximately 7 miles west of downtown and approximately 9 miles northeast of the Pacific Ocean, as shown on the project location map provided in Figure A-1 on page A-3. The LACMA Museum Campus includes properties at 5801 through 6067 Wilshire Boulevard, including portions of the two city blocks bounded by Wilshire Boulevard on the south, South Fairfax Avenue on the west, West 6th Street on the north, and South Curson Avenue on the east. As shown in Figure A-1, the project site for the proposed Museum Entrance and Central Plant encompasses the area within the segment of Ogden Drive between Wilshire Boulevard and West 6th Street, which currently bisects the LACMA campus. As indicated above, the LACMA facilities located to the east of Ogden Drive are referred to as the East Campus and are located on County-owned property. The facilities to the west of Ogden Drive are referred to as the West Campus and are located on property owned by Museum Associates, a private non-profit corporation doing business as (DBA) Los Angeles County Museum of Art, hereinafter referred to as LACMA. In addition, LACMA/Museum Associates is the underlying fee owner of Ogden Drive and would be able to build on the vacated street upon its vacation.

The project is located in a highly urbanized area known as the Miracle Mile. Surrounding land uses generally consist of commercial and institutional uses fronting Wilshire Boulevard, with residential uses to the immediate north and south. Specifically, north of the site across West 6th Street is Park La Brea, a large, gated multi-family residential community consisting of high-rise towers and low-rise garden apartment buildings. Along Wilshire Boulevard to the immediate south are the Petersen Automotive Museum, a high-rise office building, a surface parking lot acquired by LACMA in 1985, and the Chamber of Commerce. Multi-family and single-family residential uses as well as hospitals are located farther to the south. Directly east of Hancock Park are commercial uses including office buildings, restaurants, and retail uses. Located to the west of the LACMA Campus are a variety of commercial uses including restaurants and retail uses along Fairfax Avenue, with multi-family residential farther to the west.

The existing East Campus buildings within Hancock Park are adjacent to the George C. Page Museum of the La Brea Tar Pits. The East Campus also includes sculpture gardens, meandering pedestrian paths, park benches, a small outdoor amphitheater, and extensive ornamental landscaping, including mature trees such as palms, pines, eucalyptus, and bamboo, along with numerous shrubs, flowering plants, and grassy areas, creating a tranquil park setting within Hancock Park. In addition to the former May Company department store building (now referred to as LACMA West), the West Campus includes a parking structure for museum visitors and open grassy park-like areas with a path and benches.

Figure A-1 Regional and Vicinity Map

C. SITE BACKGROUND

LACMA opened its facility in Hancock Park in 1965. The approximately 20-acre LACMA Museum Campus now consists of more than 715,200 square feet of floor area, including approximately 168,000 square feet of gallery space. The East Campus includes the Ahmanson, Hammer, and Anderson gallery buildings, the Bing Theater, and the Pavilion for Japanese Art. The West Campus includes the former May Company department store building, which has been improved to include gallery space, as well as the three-level parking structure along the west side of Ogden Drive.

Located in Hancock Park are the La Brea Tar Pits, a designated California Historical Landmark. The Hancock Park portion of the LACMA Museum Campus is zoned PF-1D (Public Facilities) and designated for Public Facilities uses in the Wilshire Community Plan. Ogden Drive, which is proposed for vacation and privatization as part of the proposed project, is currently a public City street.

As indicated above, the West Campus is entirely and separately owned by LACMA, and is within the jurisdiction of the City of Los Angeles. The existing West Campus museum building (the former May Company department store building) is listed as a Los Angeles City Historic-Cultural Monument. The West Campus is currently zoned [T][Q] C2-2 (Commercial - Ordinance No. 168,993) and designated for General Commercial uses in the Wilshire Community Plan. The West Campus has been entitled for development under a 15-year Development Agreement between Parklabrea Residential Associates and the City of Los Angeles approved by the City in 1993. Referred to as Parcel D in the Development Agreement, the 8.6-acre West Campus property has been approved for the development of 846,000 square feet of office space in 17 and 23-story buildings, 209,000 square feet of hotel space with up to 250 rooms in a 10-story building, 15,000 square feet of supporting retail space, 15,000 square feet of restaurant space, and associated parking.

A Supplemental Draft Environmental Impact Report was prepared for the Development Agreement and the other land use approvals on Parcel D in January 1991 (State Clearinghouse No. 8808307). The Los Angeles City Council certified the Final Environmental Impact Report on August 11, 1993.

Prior to LACMA's purchase of Parcel D, the City of Los Angeles clarified that the use of the property for a museum and cultural arts complex would be permitted under the Commercial zoning for the property. The City also stated that the Development Agreement for the Park Labrea Project would permit development of Parcel D for museum uses and incidental retail and restaurant uses provided that: (1) the development is consistent with the conditions of the Ordinance for the site and the limitations of the Development Agreement; and (2) the

combination of uses does not result in an increase in new evening peak hour daily trips over the 545 net new trips attributable to previously proposed development on Parcel D. Based on the above, development and use of the planned BCAM building and incidental facilities on the West Campus is allowed by-right and no further discretionary permits or approvals are needed from the City of Los Angeles. This was confirmed by the City of Los Angeles Planning Department in March 2004. Similarly, as confirmed by the City in July 2004, LACMA's plans to replace the existing three-level parking structure at the West Campus with a subterranean garage would fall within the previous development entitlement for Parcel D and would not require discretionary approval by the City. For purposes of this analysis, both the BCAM building and the subterranean parking structure are considered related projects.

D. DESCRIPTION OF THE PROPOSED PROJECT

The proposed project under review includes the vacation of Ogden Drive between Wilshire Boulevard and West 6th Street and the development of a new Museum Entrance and subterranean Central Plant in the vicinity of Ogden Drive with associated tunnels connecting to existing facilities. For a conservative analysis, this environmental review also addresses improvements to the existing East Campus facilities as described in more detail below, although these improvements are largely tenant improvements to County-owned property that do not require discretionary government approval.

The new Museum Entrance would consist of a pavilion of approximately 20,000 square feet, with north and south outdoor covered entrance areas comprising a total of 4,800 square feet. A conceptual site plan illustrating the Museum Entrance and its relationship to existing facilities and additional improvements at LACMA is provided in Figure A-2 on page A-6. Outdoor piazzas would be located to the north and south of the new entrance and would include landscaping/hardscape features. The main entry pavilion would be approximately 25 feet high, made of concrete, stone, and glass, and integrated into the existing surrounding landscaping and sculpture gardens on-site. A main feature of the entrance design would be its transparency, such that passersby at Wilshire Boulevard could look north through 20-foot high glass windows into the pavilion and beyond to the park setting immediately south of West 6th Street. The pavilion would house facilities ancillary to the Museum, including ticket counters, coat checks, information and audio guide booths, a founders' area, seating and café facilities, and a bookstore. The entrance area would be used during regular museum operating hours (12 to 8 P.M.) and for occasional special events. The western 7,500 square feet (including covered outdoor space) of the Museum Entrance would be located within the vacated Ogden Drive right-of-way, as summarized in Table A-1 on page A-7.

Figure A-2 Conceptual Site Plan

Table A-1

PROPOSED IMPROVEMENTS IN VICINITY OF OGDEN STREET RIGHT OF WAY

Use	Total Area	Location
Museum Entrance		
Entry Pavilion	20,000	Ground Floor
Outdoor Covered Space	4,800	Ground Floor
Subtotal	24,800	
Central Plant & Loading Area		
Mechanical Rooms	16,400	Subterranean Level
Loading Dock and Shipping & Receiving Area	6,000	Subterranean Level
Subtotal	22,400	Subterranean Level
Mechanical and Art Tunnel	10,100	Subterranean Level
Truck Ramp	5,100 (uncovered)	Partially Subterranean

Source: LACMA, June 2004.

Pedestrian access to the Museum Entrance would be available via a walkway extending south from West 6th Street as well as from Wilshire Boulevard. An additional feature of the Museum Entrance would be a ground-level connective walkway for public circulation that traverses the entry pavilion. As shown in Figure A-3 on page A-8, this corridor would connect, from west to east, the LACMA West building, the previously entitled BCAM building, the proposed entry pavilion, and LACMA East (Ahmanson building), with access to the new subterranean parking garage located north of the BCAM building site. This project feature will serve to unify the LACMA campus and improve visitor access and circulation. Public vehicular access to the parking structure would occur from two private driveways from West 6th Street: one along the vacated portion of Ogden Drive and one at the previously vacated portion of Orange Grove Avenue.

Occupying the area generally below the new entrance would be a new Central Plant and loading dock facility, located on a subterranean level with approximately 22,400 square feet of space at 25 feet below grade. The Central Plant would include a boiler room, a chiller room, and an electrical/generator room, illustrated in Figure A-4 on page A-9, which collectively would house boilers, hot water heat exchangers, electric chillers, water pumps, and associated fan evacuation systems. Four cooling towers would flank the Museum Entrance on the ground level and would be enclosed as architectural elements with steel and cladding rising 75 feet above street grade. The new Central Plant would serve the entire LACMA site.

Adjacent to the Central Plant on the west, a truck entry/exit ramp would be constructed to permit truck access from West 6th Street to the north. The ramp would lead to a subterranean

Figure A-3 Conceptual Project Floor Plan – Ground Level

Figure A-4 Conceptual Project Floor Plan – Basement Level

loading dock, truck turnaround area, and shipping and receiving area.[2] The shipping and receiving area would connect to an underground mechanical and art transport corridor that would occupy the same general footprint as the public circulation connective walkway at ground level. This transport tunnel would comprise approximately 10,100 square feet and would be used to house utility lines, for temporary storage, and to safely move art throughout the Museum Campus, with delivery points at the existing West Campus building, BCAM, and the East Campus. Loading and unloading would generally occur Monday through Friday between 8 A.M. and 5 P.M., with occasional evening and weekend deliveries and special deliveries to support occasional special events.

Additional improvements within the East Campus would include rehabilitation of the Ahmanson Atrium, connective circulation improvements to the plaza level, improvements to stairways and elevators, and renovation of the area in the vicinity of the existing loading dock. In addition, facing systems consisting of large-scale exhibition banners, referred to as scrims, would be introduced along the Wilshire Boulevard frontage of the Ahmanson, Anderson, and Bing buildings. These scrims would be illuminated with low-level lighting. Such improvements would unify and modernize the varied building architectures throughout the site and highlight upcoming events and exhibits.

Landscaping proposed around the new Museum Entrance would include trees, shrubs, and groundcover adjacent to the north and south covered entrance areas and outdoor piazzas, as well as extensive landscaping along Wilshire Boulevard. The separately proposed and entitled improvements within the West Campus would include substantial landscaping above the subterranean parking garage on West 6th Street and a sculpture garden between the parking garage and the BCAM building. Landscaping would be designed to unify the Museum Campus and enhance the visitor experience. Outdoor lighting would be used primarily for accent lighting of landscape and architectural features, as well as security lighting for outdoor areas and pedestrian walkways. Nighttime lighting would be directed away from any adjacent sensitive uses and would be consistent with existing lighting on-site.

With the proposed improvements, attendance levels will continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day, as under existing conditions. However, since the project evaluation is based on conservative assumptions in order to provide a "worst-case" analysis, the project reflects a limited increase in visitors. For example, in the Traffic Analysis, empirical data for museums in the surrounding area were examined, and trip generation potential was assigned to various land uses included as part of the project, such as the proposed bookstore, café facilities, and the new Museum Entrance itself. The trip rates utilized present a "worst-case" trip generation condition, as they do not account for such trip reducing

[2] *The layout of the separately proposed and entitled subterranean parking structure at LACMA West would be incorporated into the entry/exit ramp system.*

factors as multi-purpose trips, extensive transit use, or pass-by trips.[3] In any case, the existing daily and annual range in attendance levels at LACMA would not be affected by project implementation. In addition, although the proposed project would not affect current staffing, following the opening of BCAM and associated site-wide improvements, the existing average daily staff level of approximately 375 persons would increase by less than 10 percent over the course of five years.

Construction of the Central Plant would require approximately 25,000 cubic yards of grading, with an excavation depth of 25 feet. Construction of the transport tunnel would require approximately 10,000 cubic yards of grading. It is expected that nearly all of this soil would be exported from the site. Depending on the depth of groundwater levels found to exist at the site, foundation dewatering systems would be designed to conform to NPDES permit requirements. In addition, due to the presence of methane gas throughout the LACMA site, a methane detection system would remain in place. Subsurface tar also exists at the site and may require appropriate measures as part of construction activities, depending on levels of the contaminant found during related site work.

To provide for the proposed improvements, an existing 8-inch City sewer line in Ogden Drive would be relocated to the east side of the vacated right-of-way. The location of an 87-inch County storm-drain within Ogden Drive is also expected to be modified. Based on recent discussions with the County, it is anticipated that this storm drain would be rerouted to the east of the existing Ogden Drive right-of-way and west of the Ahmanson Building. The relocation of these sewer and storm drain segments would occur in consultation with the City and County of Los Angeles.

Construction staging and laydown would be located on the north lawn of the LACMA West property at South Fairfax Avenue and West 6th Street. Parking for construction workers would be in the LACMA-owned lot at Wilshire Boulevard and South Spaulding Avenue, across Wilshire from the LACMA campus. Construction is scheduled to begin in December 2005, with completion and opening of the new Museum Entrance, BCAM building, and associated sitewide improvements in Summer 2007.

E. CONDITIONS OF APPROVAL

The following conditions have been established by the City of Los Angeles and will be required of the project Applicant as conditions of approval of the Ogden Drive vacation request.

[3] *Traffic and Circulation Analysis for Los Angeles County Museum of Art, Crain & Associates, June 2004.*

The Applicant will implement these conditions within 180 days of City Council action or follow proper procedures to request an extension.

Dedications and Easements:

1. Dedicate two (2) feet and variable width as public street along the southerly side of West 6th Street adjoining the LACMA property to provide for a 45-foot half street right-of-way (Secondary Highway standards), in a manner satisfactory to the City Engineer.

2. Make arrangements with the Department of Water and Power, the Los Angeles County Department of Public Works, and Southern California Gas Company for the removal of affected facilities or the provision of easements or rights for the protection of affected facilities to remain in place.

3. Make satisfactory arrangements with the City Engineer for the relocation or abandonment of the existing sewer and storm drain facilities located within the area to be vacated, unless easements are reserved from the vacation for their protection.

Improvements Required:

1. Construct the following improvements adjoining the LACMA property in a manner satisfactory to the City Engineer:

    a. Make suitable arrangements, including cash payment, with the Department of Transportation for any necessary traffic measures, including traffic calming measures in the project area in conjunction with the street vacation.

    b. Remove/install street lighting facilities, as may be required by the Bureau of Street Lighting.

    c. Plant street trees and install tree wells, as may be required by the Street Tree Division of the Bureau of Street Services.

Fire Department (LAFD) Requirements:

1. Suitable plot plans shall be submitted to the Fire Department for review and approval prior to the recordation of the street vacation showing how the Fire Department access and the required availability of fire hydrants will be provided to all existing

and new structures within the museum complex. Plans must illustrate compliance with all applicable provisions of Division 9 of the Los Angeles Fire Code (LAMC §57.09.01). Additional requirements for compliance with the Los Angeles Fire Code may be required in conjunction with the review.

2. The relocation or installation of any fire hydrants affected by or required because of the vacation will be at the Applicant's expense.

Miscellaneous:

1. A suitable legal description describing the area being vacated and all easements to be reserved, including copies of all necessary supporting documentation, shall be submitted to the Land Development Group of the Bureau of Engineering prior to preparation of the Resolution to Vacate.

2. A suitable map, approved by the Central District Engineering office, delineating the limits including bearing and distances of the area to be vacated shall be submitted to the Land Development Group prior to the preparation of the Resolution to Vacate.

F. NECESSARY APPROVALS

Approvals required for development of the proposed project include, but are not necessarily limited to, the following:

- Approval of the vacation of Ogden Dive between Wilshire Boulevard and West 6th Street;
- A Building and Safety Department modification to permit buildings to cross lot lines;
- A haul route permit;
- Grading, foundation, and building permits; and
- Additional actions as may be determined necessary.

ATTACHMENT B
EXPLANATION OF CHECKLIST DETERMINATIONS

I. AESTHETICS. *Would the project:*

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Within the project area, Wilshire Boulevard has been designated as a Scenic Class II Major Highway by the City of Los Angeles.[1] The project site contains unique natural and urban features and offers visually valuable views. Specifically, the park setting of the existing Los Angeles County Museum of Art (LACMA) East Campus within Hancock Park, a designated historical/cultural site, along with landscaping and gardens and an active tar pit on-site, all contribute to the character of the scenic corridor. The Museum Campus occupies a substantial proportion of viewsheds from adjacent segments of this Scenic Highway, though from certain vantages taller off-site structures and the Santa Monica Mountains are visible in the distance. Scenic vistas from areas surrounding the project site are available, but are limited due to the relatively flat topography of the area and existing intervening development.

Public views of the site are available from vantages along adjacent roadways and neighboring commercial and residential properties; as distance increases from the site, existing development blocks most views of the site. Public views of the site from nearby residential streets are available only in close proximity due to intervening development that obscures views. With regard to views from private property, the nearest residences are located immediately north of the site at Park La Brea, a large gated multi-family residential community. Intervening buildings and landscaping generally obstruct views from points beyond the first few residences north of the site.

Similar to existing conditions, the proposed improvements would be visible from adjacent roadways and nearby properties. The project would be compatible with the visual character of the existing LACMA Museum Campus and would serve to provide a more unified appearance. The main entry pavilion of the new Museum Entrance would be approximately 25 feet high, made of concrete, stone, and glass, and integrated into the existing surrounding landscaping and sculpture gardens on-site. A main feature of the entrance design would be its transparency, such that passersby at Wilshire Boulevard could look north through the 20-foot high glass windows into the pavilion and beyond to the park setting immediately south of West 6th Street. Four cooling towers would flank the Museum Entrance on the ground level and would be enclosed in towers of steel and cladding rising 75 feet above street grade. The heights of these structures would be compatible in terms of mass and scale with the adjacent museum buildings (e.g., Ahmanson Building – 94 feet, LACMA West – 76 feet, and the new Broad

[1] *City of Los Angeles Transportation Element of the General Plan, September 1999.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Contemporary Art Museum (BCAM) – 75 feet). Additionally, the proposed heights would be substantially shorter than some of the surrounding off-site structures, including the high-rise office building directly across Wilshire Boulevard to the south. Portions of the proposed project would be visible from the adjacent segment of Wilshire Boulevard designated as a Scenic Highway; however, views would not be substantially affected since the entry pavilion would be relatively low profile in nature with transparent walls to maintain long-range views. The interior improvements associated with the East Campus, including rehabilitation of the Ahmanson Atrium, connective circulation improvements to the plaza level, and improvements to stairways and elevators, would not be visible from Wilshire Boulevard or off-site vantages.

Development of the new Museum Entrance would necessitate relocation of the sculpture garden and associated landscaping currently located immediately west of the Ahmanson Building. Additional landscaping and street trees would be introduced north and south of the entrance area as well as along Wilshire Boulevard. As such, the natural elements of the project site would be retained. Similar to existing conditions, the residential area north of the project site would have only intermittent views of the proposed Museum Entrance and cooling towers. Furthermore, the proposed improvements would not block any important scenic vistas.

Based on the preceding, the proposed project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant, and no mitigation measures would be necessary.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

Less Than Significant Impact. A portion of the project site is located within LACMA's East Campus in Hancock Park, a designated historical/cultural site that includes extensive landscaping, gardens, and an active tar pit. To the west (where separate, previously entitled development is also programmed), the LACMA West building (the former May Company department store building) is listed as a Los Angeles City Historic-Cultural Monument. As discussed above, Wilshire Boulevard has been designated as a Scenic Highway by the City of Los Angeles. The park setting of the Museum Campus, particularly the gardens and landscaping within the East Campus, contributes to the character of the scenic corridor and occupies a substantial proportion of viewsheds from adjacent segments of the Scenic Highway.

The proposed project would require the vacation of Ogden Drive, development within its right-of-way and the western end of the County-owned East Campus, and tenant improvements to the Ahmanson building within the East Campus. The proposed improvements would necessitate relocation of the sculpture garden and associated landscaping currently located immediately west of the Ahmanson building. In addition, several existing subterranean utilities would be relocated to the east of the existing Ogden Drive right-of-way. As indicated above,

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

project development visible from Wilshire Boulevard would include the new Museum Entrance, with a 25-foot high main entry pavilion made of concrete, stone, and glass. A main feature of the entrance design would be its transparency, such that passersby at Wilshire Boulevard could look north through the 20-foot high glass windows into the pavilion and beyond to the park setting immediately south of West 6th Street. Landscaping proposed as part of the project would be provided around the north and south entrances of the Museum Entrances and along Wilshire Boulevard. The proposed development and associated landscaping would visually integrate the East and West Campuses and extend the park setting of Hancock Park throughout the Museum Campus. Furthermore, proposed development and associated construction activities would not come in contact with the LACMA West building or affect its Historic-Cultural Monument status.

As the proposed project would be designed to maintain the character of the site and the adjacent scenic corridor, the project would not substantially damage scenic resources or other locally recognized, desirable aesthetic natural features within a city-designated scenic highway. Impacts would be less than significant, and no mitigation measures would be necessary.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The project site contains unique natural and urban features that create a visually pleasant environment. The park setting of the existing East Campus within Hancock Park, a designated historical/cultural site, along with extensive landscaping and gardens, and an active tar pit on-site contribute to the character of the scenic corridor. The East Campus, located east of Ogden Drive, includes the Ahmanson, Hammer, and Anderson gallery buildings, the Bing Theater, and the Pavilion for Japanese Art; and the West Campus, located west of Ogden Drive, includes the former May Company department store building and an existing three-story parking garage. These facilities embody a variety of architectural styles, including the New Formalism style popular in the 1960s (Ahmanson, Hammer, and Bing), Japanese-influenced architecture (Japanese Pavilion), and the Late Moderne architectural style (LACMA West). The site also includes sculpture gardens, pedestrian paths, park benches, a small outdoor amphitheater, and extensive ornamental landscaping, including mature trees such as palms, pines, eucalyptus, and bamboo, along with numerous shrubs, flowering plants, and grassy areas, creating a park setting within Hancock Park. West of Ogden Drive, natural features include two open grassy park-like areas with a path and benches.

The surrounding area is highly urbanized, with low- to mid-rise commercial buildings along Wilshire Boulevard and South Fairfax Avenue, a few high-rise office buildings on Wilshire, and Park La Brea, a large gated multi-family residential community consisting of high-rise towers and low-rise garden apartment buildings, immediately to the north. Along Wilshire Boulevard to the immediate south are the Petersen Automotive Museum, a high-rise office building, a surface parking lot acquired by LACMA in 1985, and the Chamber of Commerce, with multi-family and single-family residential uses further to the south. Directly east of the project site are commercial uses including office buildings, restaurants, and retail uses. Located

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

to the west of the LACMA Campus is a variety of restaurant and retail uses along Fairfax Avenue, with multi-family residential uses further to the west. Within the project area, Wilshire Boulevard is designated as a Scenic Class II Major Highway and functions as a highly traveled east-west thoroughfare.[2]

The proposed Museum Entrance would consist of a 20,000 square foot pavilion, with north and south outdoor covered entrance areas comprising a total of 4,800 square feet, as shown in Figure A-3 in Attachment A, Project Description. Outdoor piazzas would be located to the north and south of the new entrance and would include landscaping and hardscape features. The main entry pavilion would be 25 feet high, made of concrete, stone, and glass, and integrated into the existing surrounding landscaping and sculpture gardens on-site. As indicted above, a main feature of the entrance design would be its transparency, such that passersby at Wilshire Boulevard could look north through the 20-foot high glass windows into the pavilion and beyond to the park setting immediately south of West 6th Street. On the basement level, a new Central Plant and loading dock facility would occupy the area generally below the new entrance. To provide for these improvements, several existing subterranean utilities would be relocated to the east of the existing Ogden Drive right-of-way. As discussed above in Response I.a., the heights of the new structures would be compatible in terms of mass and scale with the existing museum buildings and surrounding development.

In addition, facing systems consisting of large-scale exhibition banners, referred to as scrims, would be introduced along the Wilshire Boulevard frontage. These scrims would be illuminated with low-level lighting. Such improvements would unify and modernize the varied building architectures throughout the site. Interior improvements would include a ground-level connective walkway for public circulation that traverses the entry pavilion and connects the LACMA West building, the previously entitled BCAM building, the new entry pavilion, and the East Campus (Ahmanson building), with access to the new subterranean parking structure located north of the BCAM building site. Improvements within the East Campus would include rehabilitation of the Ahmanson Atrium, connective circulation improvements to the plaza level, improvements to stairways and elevators, and renovation of the area in the vicinity of the existing loading dock.

The proposed project would be designed to maintain the character of the project site and the adjacent scenic corridor. Based on the above, the proposed project would not degrade the existing visual character or quality of the project site or its surroundings. Therefore, impacts would be less than significant, and no mitigation measures would be necessary.

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[2] *City of Los Angeles Transportation Element of the General Plan, September 1999.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. As previously described, the project site is located in an urbanized area along an active commercial corridor. Along Wilshire Boulevard, ambient nighttime light levels are medium to high due to the developed nature of the area; the residential areas to the north, south, and west exhibit lower light levels. The surrounding low- to mid-rise commercial uses and high-rise office buildings typically utilize moderate levels of interior and exterior lighting for security, parking, signage, architectural highlighting, and landscaping. The roadways in the area are lined with light fixtures for visibility and safety purposes, and traffic on local streets contributes to overall ambient lighting levels as well. Outdoor lighting on-site includes directional pole-mounted lights throughout the landscaped areas and along pedestrian paths, directed pole-mounted lights to highlight banner signs on building façades, and tall pole-mounted lights in the grassy area north of LACMA West. The primary light-sensitive uses in close proximity of the project site are residences within Park La Brea to the north of the project site.

Glare generation occurs from sunlight reflected from glass and reflective materials utilized on existing commercial and office buildings along Wilshire Boulevard and from vehicle windows and surfaces. Glare-sensitive receptors include motorists on the roadways surrounding the site. As glare is a temporary phenomenon that changes with the movement of the sun, receptors other than motorists are generally less sensitive to glare impacts than to light impacts.

The proposed project would include low to moderate levels of interior and exterior lighting for security, parking, signage, architectural highlighting, and landscaping, similar to that currently present on-site. Compliance with City, County, and State energy conservation requirements would limit the amount of unnecessary interior illumination during evening and nighttime hours. Exterior lighting would be utilized for safety purposes in order to provide well-lit walkways and entryways, and would be sensitively designed (e.g., through the use of shielding, cut-off fixtures, or similar measures) so as to minimize impacts to nearby residences. Accent lighting may be used for signage, architectural highlighting, and landscaping to permit visibility, but would be directed and/or shielded to limit light spillover effects. The scrims introduced on the Wilshire Boulevard building façades would be illuminated with low-level lighting. All proposed signage and outdoor lighting would be subject to applicable regulations contained within the Los Angeles Municipal Code (LAMC), the Wilshire Community Plan, and the Los Angeles County Code (LACC). In addition, the Conditions of Approval specified in Attachment A, Project Description, would be met as part of the project and would include the removal and/or installation of street lighting facilities, as may be required by the Bureau of Street Lighting. Furthermore, given the degree of ambient lighting that currently exists in the project area, proposed lighting would not substantially alter ambient night light levels.

Low-reflectivity glass would be used for the entry pavilion windows. Existing and proposed landscaping along the perimeters of the project site, including street trees adjacent to

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Wilshire Boulevard and landscaping around the north and south entry areas, would reduce glare impacts as well. Any potential glare effects would be limited and temporary, changing with the movement of the sun throughout the course of the day and the seasons of the year. As such, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant, and no mitigation measures would be necessary.

II. AGRICULTURAL RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California agricultural land evaluation and site assessment model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:*

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is presently developed with museum uses within an urban setting, and no agricultural uses or related operations are present within the site or surrounding area. The site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses, and no mitigation measures would be necessary.

b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. LACMA's East Campus located in Hancock Park is zoned PF-1D (Public Facilities Zone), the West Campus is zoned [T][Q] C2-2 (Commercial), and a portion of the project site is located within the existing right-of-way of Ogden Drive, which is a City street that would be vacated and privatized.[3] No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. Therefore, no conflict exists with agricultural zoning or Williamson Act contracts, and no mitigation measures would be necessary.

[3] *Museum Associates (DBA LACMA) is the underlying fee owner of Ogden Drive and would be able to build on the vacated street upon vacation. For ease of reference, the project Applicant is referred to as LACMA throughout this document.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. Since there are no agricultural uses or related operations on or near the project site, the proposed project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts to agricultural land or uses would occur, and no mitigation measures would be necessary.

III. AIR QUALITY

a. Would the project conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?

No Impact. The project site is located within the 6,600 square mile South Coast Air Basin (Basin). The SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter (PM_{10}), and carbon monoxide (CO)).[4] The project would be subject to the SCAQMD's Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the southern California region. With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP, and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP. Both the RCPG and AQMP strategy incorporate projections from local planning documents.

As discussed below in Response IX.b., the project would be consistent with the Wilshire Community Plan, which implements land use policy standards of the City of Los Angeles General Plan. Since the RCPG and AQMP air quality control forecasts and strategies are based in part on local planning documents such as the General Plan, the proposed project is also considered consistent with the region's air quality plans.

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[4] *The Basin has technically met the national CO standards for attainment since 2002, but the official status has not been reclassified by the USEPA.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

With regard to the Congestion Management Plan (CMP) set forth by the Metropolitan Transportation Authority (MTA), the closest CMP monitoring station to the project site is located at the intersection of Wilshire Boulevard and La Brea Avenue, less than one mile to the east of the project site. As discussed below in Response XV.b., the proposed project would not add 50 or more trips during the A.M. or P.M. peak hours to this, or any, CMP intersection. Similarly, the project would not add 150 or more trips during the A.M. or P.M. peak hours at any CMP freeway monitoring location. As such, the project would not exceed any CMP thresholds. In summary, project development would not conflict with or obstruct implementation of the AQMP or CMP. No impacts would occur and no mitigation measures would be required.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. As indicated above, the project site is located within the South Coast Air Basin. The Basin is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that compose the Basin in terms of non-attainment of the standards. Based on the following analysis, construction and operation of the project would not result in significant impacts associated with violation of an air quality standard or contribution to an existing or projected air quality violation.

Construction

The SCAQMD has established regional and local daily significance thresholds that address pollution sources associated with general construction activities, such as the operation of on-site construction equipment, fugitive dust from demolition and site grading/excavation activities, and travel by haul trucks and construction workers. Project construction emissions were calculated using the URBEMIS 2002 emissions inventory model, originally developed by the California Air Resources Board. The analysis assumed all construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust.[5] Construction emissions are presented in Table B-1 on page B-10. As indicated therein, regional burden emissions as well as local CO, PM_{10}, and nitrogen oxide (NO_x) emissions from project construction would fall below SCAQMD daily significance thresholds. Thus, impacts would be less than significant, and no mitigation measures would be required.

[5] *Specific Rule SCAQMD 403 control measures assumed for this analysis include applying soil stabilizers to inactive areas, replacing of ground cover in disturbed areas as quickly as possible, watering disturbed surfaces twice daily, covering stockpiles with tarp, watering all haul roads three times per day, and reducing speed on unpaved roads.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Operation

The project would include installation and operation of three natural gas-fired boilers and a diesel-fired generator for emergency power generation as part of the proposed Central Plant. Unless a blackout occurs, the generator would be operated for a maximum of one hour per month for routine testing and maintenance purposes. The project Applicant would be required to obtain a permit to construct and a permit to operate the boilers and emergency generator under SCAQMD Rules 201, 202 and 203. Under SCAQMD Regulation XIII (New Source Review (NSR)), the boilers and generator would meet Best Available Control Technology (BACT) requirements to minimize emissions of CO, volatile organic compounds (VOC), NO_X, and PM_{10}. Additional SCAQMD rules provide specific requirements for boilers and stationary internal combustion generators (e.g., Regulation XI (Source Specific Standards), Rule 1146, Rule 1110.1, and Regulation XVI (Toxics), Rule 1401), but emergency standby generators are exempt from these requirements and only permitted to operate for 200 hours a year. In addition, the emergency generator would be subject to SCAQMD Rule 1470, which also limits the hours of use of the generator and establishes emission limits. Ultimately, project operation would comply with applicable SCAQMD rules and would incorporate necessary permit requirements and feasible pollution control measures.

The SCAQMD has established significance thresholds to evaluate potential impacts associated with long-term project operations. Project operations could potentially increase mobile source emissions as well as emissions generated by stationary sources associated with natural gas combustion and electricity generation. Replacement and consolidation of the existing boilers and chillers with the proposed Central Plant (which would serve the entire LACMA Campus) would result in an increase in fuel combustion air pollutant emissions from operation of three new natural gas-fired boilers and the diesel-fired emergency generator. In addition, the increase in overall building square footage would result in an increase of regional emissions from

Table B-1 (Continued)

CONSERVATIVE ESTIMATE OF UNMITIGATED EMISSIONS DURING CONSTRUCTION
CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY
(pounds/day)

	ROC	NO_X	CO	SO_X	PM_{10} [a]
Demolition					
On-site	8	58	57	<1	7
Off-site	<1	17	5	<1	<1
Total	8	75	62	<1	7
Site Preparation					
On-site	6	41	47	<1	11
Off-site	2	43	7	<1	<1
Total	8	84	54	<1	12
Building Erection/Finishing					
On-site	32	72	86	<1	3
Off-site	<1	1	2	<1	<1
Total	32	72	88	<1	3
Worst-case On-site Total	32	72	86	--	11
Localized Significance Threshold [b]	--	162	631	--	24
Over/(Under)	--	(90)	(545)	--	(13)
Exceed Threshold?	n/a	No	No	n/a	No
Worst-case Emissions Total	32	72	88	<1	12
Regional Significance Threshold	75	100	550	150	150
Over/(Under)	(43)	(28)	(462)	(149)	(138)
Exceed Threshold?	No	No	No	No	No

[a] *PM_{10} emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.*

[b] *The proposed project site is located in SCAQMD Source Receptor Area (SRA) No. 1. The project was analyzed as a two-acre site with a receptor distance of 50 meters.*

Note: Construction emission calculation worksheets are included in Appendix A.

Source: PCR Services Corporation, 2004.

electricity consumption.[6] Mobile source emissions related to project-generated trips were computed using the URBEMIS 2002 emissions inventory model and average daily traffic obtained from the Traffic Analysis.[7] Model results indicate mobile and stationary emissions for the project would result in a net increase in CO, reactive organic compounds (ROC), sulfur oxide (SO_x), NO_x, and PM_{10}. However, as indicated in Table B-2 on page B-12, the net overall increase in pollutants (mobile sources and stationary sources combined) would be below SCAQMD daily significance thresholds for new development. As such, the resulting stationary

[6] *The project would replace two 10.5 mmBtu/hr boilers with three 12 mmBtu/hr boilers. Emissions associated with electricity consumption would include the operation of three chillers and five cooling towers.*

[7] *Traffic and Circulation Analysis for the Los Angeles County Museum of Art, Crain & Associates, June 28, 2004.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

and mobile source emissions generated during operation of the project would not have a significant impact on air quality, and no mitigation measures would be necessary.

The Traffic Analysis prepared for the proposed project was reviewed to determine the potential for the creation of CO hot spots. To provide a conservative estimate of future traffic conditions, the Traffic Analysis addressed traffic generation from the project as well as the project in combination with the previously entitled BCAM project, even though the BCAM project is not a part of the proposed project. As such, future intersection CO concentrations determined based on the traffic study are considered cumulative and represent a conservative estimate of potential project impacts. Therefore, if CO impacts would not occur under the analyzed conditions, CO impacts would also not occur under the proposed project conditions.

The SCAQMD recommends a hot spot evaluation of potential localized CO impacts when vehicle-to-capacity ratios are increased by two percent at intersections with a level of service (LOS) of D or worse when there is no change in LOS. In addition, the SCAQMD recommends a CO hot spot evaluation when an intersection LOS decreases by one rating or more from the Future Without Project scenario to the Future With Project and Related Projects scenarios, beginning with an LOS change of C to D. As indicated in the project Traffic Analysis and based on the above selection criteria, the following intersections were selected for analysis:

1. Fairfax Avenue and West 6th Street – P.M. peak hour
2. Curson Avenue and West 6th Street – P.M. peak hour
3. Cochran Avenue and West 6th Street – A.M. peak hour
4. La Brea Avenue and West 6th Street – P.M. peak hour
5. Hauser Boulevard and Wilshire Boulevard – P.M. peak hour

The analysis of CO impacts, including the computer model used to assess impacts, followed the protocol set forth by the California Department of Transportation (Caltrans) and published in the document entitled *Transportation Project-Level Carbon Monoxide Protocol*, December 1997. This methodology is also consistent with procedures identified through the SCAQMD CO modeling protocol, with all four corners of each intersection analyzed to determine whether project traffic would result in a CO concentration that exceeds Federal or State CO standards. Local area CO concentrations were projected using the CALINE-4 traffic pollutant dispersion model developed by Caltrans. The CALINE-4 model generates CO concentrations averaged over an one-hour time period under worst-case atmospheric conditions,

Table B-2 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY
NET PROJECT-RELATED OPERATIONAL EMISSIONS FOR PROJECT
(Pounds per Day)

	CO	NO_X	PM_{10}	ROC	SO_X
Future With Proposed Development					
Mobile Source [a]	41.0	4.9	6.0	4.0	<0.1
Stationary Source					
Boilers [b]	70.1	38.8	6.4	4.7	--
Emergency Generator [c]	0.2	--	<0.1	0.3	--
Electricity and Domestic Natural Gas Usage [d]	0.5	3.1	0.1	0.1	0.3
Net Emissions	111.7	46.8	12.5	9.1	0.3
SCAQMD Significance Threshold	550	55	150	55	150
Over (Under)	(438.3)	(8.2)	(137.5)	(45.9)	(149.4)
Significant Environmental Impact?	No	No	No	No	No

[a] *Based on daily traffic obtained from the Traffic and Circulation Analysis for the Los Angeles County Museum of Art, Crain & Associates, June 28, 2004.*

[b] *Net boiler emissions represent the difference between existing emissions from two 10,500 kBtu/hr natural gas-fired steam boilers and proposed emissions from three 12,000 kBtu/hr natural gas-fired steam boilers. (Sources: California Compliance Services, Boiler Emissions Testing of Kewanee Boilers, February 17, 2004 and EPA's AP-42 Section 1.4 Natural Gas Combustion).*

[c] *Based on 1,000 kw emergency generator, emissions factors from SCAQMD Rule 1470, and operation of one hour per month of testing. These estimates reflect BACT requirements that would be imposed by SCAQMD under Regulation XIII and compliance with SCAQMD Rule 1470.*

[d] *Based on electricity and domestic natural gas consumption. Emissions factors are from Tables A9-11-B and A9-12-B of the SCAQMD CEQA Air Quality Handbook, 1993.*

Note: Air quality worksheets are included in Appendix A.

Source: PCR Services Corporation, 2004.

which include low wind speeds and low atmospheric circulation. Eight-hour concentrations are calculated by converting 1-hour concentrations to 8-hour equivalents, using the conversion protocol recommended by the *Transportation Project-Level Carbon Monoxide Protocol.*

The results of the local area CO dispersion analysis are presented in Table B-3 on page B-13.[8] As shown in Table B-3, cumulative traffic is not anticipated to result in any exceedances of the State 1-hour CO standard of 20 ppm at the analyzed intersections during peak periods. Similarly, 8-hour concentrations would remain below the State standard of 9.0 ppm. As such, project-only traffic would also not exceed any relevant threshold.

[8] *Please refer to Appendix A for air quality worksheets prepared by PCR Services Corporation, July 2004.*

Table B-3 (Continued)

LOCAL AREA CARBON MONOXIDE DISPERSION ANALYSIS
CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Intersection	Peak Period[a]	Maximum 1-Hour 2010 Base Concentration[b] (ppm)	Maximum 1-Hour 2010 Cumulative Concentration[c] (ppm)	Significant 1-Hour Impact[d]	Maximum 8-Hour 2010 Base Concentration[e] (ppm)	Maximum 8-Hour 2010 Cumulative Concentration[f] (ppm)	Significant 8-Hour Impact[d]
Fairfax Avenue and West 6th Street	P.M.	7.2	7.2	No	5.7	5.7	No
Curson Avenue and West 6th Street	P.M.	6.7	6.8	No	5.4	5.5	No
Cochran Avenue and West 6th Street	A.M.	7.0	7.0	No	5.5	5.5	No
La Brea Avenue and West 6th Street	P.M.	7.8	7.8	No	6.0	6.0	No
Hauser Boulevard and Wilshire Boulevard	A.M.	7.3	7.4	No	5.8	5.8	No

ppm = parts per million

[a] *Peak hour traffic volumes are based on the Traffic and Circulation Analysis prepared for the project by Crain and Associates, June 28, 2004.*
[b] *SCAQMD 2010 1-hour ambient background concentration (5.1 ppm) + 2010 Base traffic CO 1-hour contribution.*
[c] *SCAQMD 2010 1-hour ambient background concentration (5.1 ppm) + 2010 w/ Project traffic CO 1-hour contribution.*
[d] *The most restrictive standard for 1-hour CO concentrations is 20 ppm and for 8-hour concentrations is 9.0 ppm.*
[e] *SCAQMD 2010 8-hour ambient background concentration (4.6 ppm) + 2010 Base traffic CO 8-hour contribution.*
[f] *SCAQMD 2010 8-hour ambient background concentration (4.6 ppm) + 2010 w/ Project traffic CO 8-hour contribution.*

Source: PCR Services Corporation, 2004.

Since significant impacts would not occur at the intersections with the highest potential for CO hotspot formation, no significant impacts are anticipated to occur at any other locations in the project vicinity as a result of the proposed project, as the components yielding CO hot spots would not be greater than those occurring at the analyzed intersections. Consequently, sensitive receptors in the area would not be significantly affected by CO emissions generated by project-related traffic. Localized air quality impacts related to mobile source emissions would, therefore, be less than significant for the project. No additional mitigation measures are necessary.

Based on the above analysis, construction of the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and impacts would be less than significant. In addition, operation of the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, operational impacts would be less than significant and no mitigation measures would be required.

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is in non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. The regional burden emissions calculated for the project and presented in Table B-2 are less than the applicable SCAQMD daily significance thresholds,

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

which are designed to assist the region in attaining the applicable State and national ambient air quality standards. These standards apply to both primary (criteria and precursor) and secondary (ozone) pollutants. Although the project site is located in a region that is in non-attainment for ozone and PM_{10}, the emissions associated with the project would not be cumulatively considerable, as the emissions would fall below SCAQMD daily significance thresholds, as indicated in Table B-2. In addition, the project would be consistent with the AQMP (discussed earlier in Response III.a.), which is intended to bring the Basin into attainment for all criteria pollutants. As such, cumulative impacts would be less than significant and no mitigation measures would be necessary.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD *CEQA Air Quality Handbook*, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) child care centers; and (9) athletic fields.

Existing sensitive receptors in the vicinity of the project site include Park La Brea, a large gated multi-family residential community consisting of high-rise towers and low-rise garden apartment buildings, located north of the project site across West 6th Street. South of the project site, behind commercial and institutional uses fronting Wilshire Boulevard, are multi-family and single-family residential uses, as well as two hospitals farther south. In addition, multi-family residential uses are located to the west, behind commercial frontage along Fairfax Avenue. As described in Response III.b. above, construction and operation of the project would not result in any substantial localized or regional air pollution impacts and therefore would not expose any nearby sensitive receptors to substantial pollutant concentrations. All construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust and other specified dust control measures. In addition, as heavy tar deposits were observed in the soil during on-site geotechnical drilling activities, compliance with SCAQMD Rule 1166, *Volatile Organic Compound (VOC) Emissions from Decontamination of Soil* may be required during project-related excavation activities.[9] Rule 1166 controls VOC emissions during excavating, grading, handling, and treating of VOC-contaminated soil. Requirements include, but are not limited to, developing a mitigation plan prior to excavation, segregating VOC-contaminated

[9] *Soil Gas Monitoring Probe Installation and Monitoring Report for Proposed Commercial Building at the Northwest Corner of the Intersection of Wilshire Blvd. and Ogden Dr., Los Angeles, California, Methane Specialists, November 11, 2003.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

stockpiles from non-VOC contaminated stockpiles, and spraying VOC-contaminated stockpiles with water or an approved vapor suppressant. Stationary sources of emissions, such as the proposed boilers and emergency generator, would be required to obtain a permit from the SCAQMD, which would ensure that emissions would be within the SCAQMD guidelines. Compliance with SCAQMD rules and requirements would ensure that impacts relative to the exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

e. Would the project create objectionable odors affecting a substantial number of people?

No Impact. Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed which would create objectionable odors.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any uses identified by the SCAQMD as being associated with odors. With regard to restaurant uses, most restaurants generally do not produce adverse odors, as this would not be conducive to patronage. Notwithstanding, fast food restaurants do have the potential for the generation of odors from the operation of char-broilers and deep fat fryers. While there is a potential for odors to occur in conjunction with the café proposed within the new entrance pavilion, compliance with industry standard odor control practices, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts. Therefore, the project would not create adverse odors. No impacts related to objectionable odors would occur and no mitigation measures would be required.

IV. BIOLOGICAL RESOURCES. *Would the project:*

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?

No Impact. As previously described, the project site is located in an urbanized area and is currently developed with museum uses, with ornamental gardens and landscaping including mature trees such as palms, pines, eucalyptus, and bamboo, along with numerous shrubs, flowering plants, and grassy areas. Plant and wildlife species known to exist in the general

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

project vicinity (i.e., within five-mile radius) include Braunton's milk-vetch, coastal dunes milk-vetch, Coulter's goldfields, Davidson's saltscale, Los Angeles sunflower, many-stemmed dudleya, mesa horkelia, Plummer's mariposa lily, Santa Barbara morning-glory, and Southern Sycamore Alder Riparian Woodland, as well as the burrowing owl, Coast (San Diego) horned lizard, and coastal California gnatcatcher.[10] However, the project site, which consists of the vacated Ogden Drive right-of-way, does not include suitable habitat for candidate, sensitive, or special status species. Consequently, project implementation would not have a substantial adverse effect on candidate, sensitive, or special status species. No impact would occur, and no mitigation measures would be necessary.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The project site is located in an urbanized area and is developed with museum uses and ornamental landscaping. The project site is not located within a significant ecological area (SEA), as designated by the City of Los Angeles,[11] and no riparian habitat or other sensitive natural communities exist on-site. Therefore, implementation of the proposed project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community. Impacts would not occur and no mitigation measures would be necessary.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As previously stated, the project site is located in an urbanized area and contains museum uses with ornamental landscaping. The site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, implementation of the proposed project would not result in a substantial adverse effect on federally protected wetlands. Impacts would not occur and no mitigation measures would be necessary.

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[10] *California Natural Diversity Data Base, September 20, 2004.*

[11] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure BR-1B.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Located within a developed and highly urbanized area with ornamental landscaping, the project site does not function as a wildlife corridor. No bodies of water exist on-site to provide habitat for fish. As such, project implementation would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor would it impede the use of native wildlife nursery sites. Impacts would not occur and no mitigation measures would be necessary.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Less Than Significant Impact. Existing trees are located throughout the LACMA Museum Campus. No biological resources, such as oak trees or walnut woodlands, that are protected by local policies or ordinances exist on the site. The proposed project would require the removal and/or replacement of approximately 15 to 25 trees on-site, potentially including small trunk eucalyptus, sugar pine, and London plane, to accommodate the proposed facilities. The trees would be replaced with a minimum of 15 to 25 24-inch box size trees. In addition, new street trees would be introduced along Wilshire Boulevard. Removal and replacement of street trees would occur at a 2 to 1 ratio in accordance with the City of Los Angeles Street Tree Ordinance. The Conditions of Approval specified in Attachment A, Project Description, would also be met as part of the project and would include the planting of street trees and installation of tree wells, as may be required by the Street Tree Division of the Bureau of Street Services. However, since no protected biological resources exist on the site, project implementation would not conflict with any local policies or ordinances protecting biological resources, and no mitigation measures would be required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. As discussed above, the site is not located within an SEA. Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in place for the project site. Therefore, implementation of the proposed project would not conflict with any habitat conservation plans, and mitigation measures would not be necessary.

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

V. CULTURAL RESOURCES: *Would the project:*

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

Less Than Significant Impact. A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic values. The Guidelines further state that a historical resource may include a resource listed in the California Register of Historical Resources; included in a local register of historical resources, as defined by Public Resource Code Section 5020.1(k); or identified as significant in a historical resource survey meeting the requirements of Public Resource Code 5024.1(g).

A records search was conducted by the South Central Coastal Information Center (SCCIC) at California State University, Fullerton to identify previously documented prehistoric and historic resources in and around the project site.[12] This search included a review of the National Register of Historic Places (National Register), the California Register of Historic Places (California Register), the California Historical Landmarks, the California Points of Historical Interest, the California State Historic Resources Inventory database maintained by the California Office of Historic Preservation (OHP), and the City of Los Angeles Historic-Cultural Monuments register. The records search indicated that there are no historic landmarks or monuments located within the segment of Ogden Drive proposed for vacation, but several historic resources exist within the larger LACMA property and surrounding area, as described further below.

LACMA's East Campus is located in Hancock Park, a County property that contains the La Brea Tar Pits and the George C. Page Museum of the La Brea Tar Pits, part of the Natural History Museum of Los Angeles County. The La Brea Tar Pits consist of asphalt deposits that were part of the Rancho La Brea land grant of 1840 and are designated as a California Historical Landmark, formally known as Hancock Park-La Brea and located at 5801 Wilshire Boulevard between Ogden Drive and Curson Street. This site is known for its paleontological resources (discussed below in Response V.c.) and the discovery of significant prehistoric animal skeletal remains that were preserved in pools of tar during the last Ice Age. The first documented reference to the tar pools dates back to 1769, and the University of California conducted the first scientific excavations of the site in 1906. Captain G. Allan Hancock presented the property to

[12] *Stacy St. James, Assistant Coordinator, South Central Coastal Information Center, California Historical Resources Information System, California State University, Fullerton, February 2, 2004.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

the County of Los Angeles in 1916 for development as a scientific monument. Two archaeological sites have also been identified adjacent to the project site within the La Brea Tar Pit area (discussed below in Response V.b.). There are no previously recorded historic properties within LACMA's East Campus.

One City of Los Angeles Historic-Cultural Monument is located adjacent to the project site within LACMA's West Campus: the May Company Wilshire building, located at 6067 Wilshire Boulevard at the northeast corner of Fairfax Avenue. Constructed in 1939, this building demonstrates a Late Streamline Moderne architectural style designed by Albert C. Martin and Samuel A. Marx. The multi-story department store building features curved corners and canopies, beveled horizontal window bands, and porous stone sheathing of Texas shell limestone. A monumental four-story corner tower consisting of a quarter-cylinder of gold tesserae mosaic tiles bordered by a concave black marble frame prominently marks the Wilshire Boulevard/Fairfax Avenue corner. The original main entrance opens to Wilshire Boulevard and another public entrance faces north towards the existing open park-like space. LACMA purchased the West Campus, which includes the May Company building and associated multi-level parking structure, in 1994.[13]

In addition to the resources described above, there are 16 designated City of Los Angeles Historic-Cultural Monuments outside of the project area, but within a half-mile radius. Most of these consist of apartment buildings of varying architectural styles dating to the late 1920s and early 1930s. Other notable resources include the Wilshire Tower (5514 Wilshire Boulevard), the first major height limit building in the Miracle Mile; the El Rey Theater (5515-5519 Wilshire Boulevard), an Art Deco neighborhood movie theater built in 1936; and the Farmers Market (Fairfax Avenue and West 3rd Street), a Depression Era market started in 1934 and containing the 1852 Gilmore Adobe, one of the oldest extent homes in the City. Additionally, 24 properties within a half-mile radius of the project site have been evaluated for historical significance, many of which have been determined eligible for listing in the National Register as contributors to the Miracle Mile Historic District. There are no properties listed on the National or California Registers or designated as California Points of Historic Interest within the project area. However, the May Company Wilshire building has been formally determined eligible for the National Register and California Register.

Although located in close proximity, none of the proposed improvements would come in contact with or physically affect any of the historic resources identified within the area. As such, project implementation would not cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5. Impacts would be less than significant, and mitigation measures would not be required.

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[13] *Museum Associates (DBA LACMA) owns the West Campus property; however, for ease of reference, the project Applicant is referred to as LACMA throughout this document.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

Potentially Significant Unless Mitigation Incorporated. Based on the SCCIC records search conducted in and around the project site, two archaeological sites have been identified adjacent to the site within the La Brea Tar Pit area: CA-LAN-159, the La Brea Cogged Stone, and CA-LAN-159, the La Brea Atlatl Foreshafts: Inferences for the Millingstone. Additionally, five archaeological sites have been identified within a ½ mile radius of the project site.

The existing museum buildings on the East Campus, which includes subterranean office space, were initially developed in 1965, thus, any surficial archaeological resources that may have existed at one time have likely been identified and/or removed. However, since excavation to a depth of approximately 25 feet would be required for construction of the proposed subterranean Central Plant, loading dock, and mechanical/art transport tunnel and given the proximity of potential archaeological sites within a half-mile radius of the site, project construction activities could result in significant impacts on archaeological resources in the event that subsurface resources are discovered. As such, the proposed project could cause a substantial adverse change in the significance of archaeological resources pursuant to CEQA. However, with implementation of the mitigation measures described below, impacts would be reduced to a level that is less than significant.

Mitigation Measures

The following mitigation measures are recommended to assure that, should any archaeological resources be encountered, they would not be significantly affected by development of the proposed project.

- The Applicant shall retain a qualified archaeologist to monitor project grading and excavation activities. If any archaeological materials are encountered during the course of project development, work shall be temporarily suspended in the immediate area of the discovery.

- In such case that archaeological materials are encountered, a qualified archaeologist shall identify and evaluate the find and determine if it is unique as defined in Public Resources Code Section 21083.2(g) or is considered a historic resource pursuant to the CEQA Guidelines Section 15064.5.

- The services of an archaeologist shall be secured by contacting the South Central Coastal Information Center at Cal State University Fullerton (SCCIC), or a member

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

of the Register of Professional Archaeologists (RPA), or an RPA-qualified archaeologist.[14]

- As part of the evaluation assessment, the archaeologist shall prepare an archaeological survey report, which shall be submitted to the lead agency, the SCCIC, and representatives of other appropriate or concerned agencies. Should the finding be determined to be unique or a historical resource, a mitigation plan specifying data recovery shall also be developed and implemented. Upon submittal and acceptance of the archaeological survey assessment report or data recovery report to the lead agency and the SCCIC, construction may reconvene in the area of the find.

As stated above, with implementation of the mitigation measures, impacts to archaeological resources would be mitigated to a level that is less than significant.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Unless Mitigation Incorporated. A paleontological resources records search of the project area was conducted by the Natural History Museum of Los Angeles County.[15] A review of the record search data indicates that the project site is underlain by terrestrial older Quaternary sediments with admixtures of percolating asphalt (tar) deposits. The Rancho La Brea asphalt deposits (La Brea Tar Pits), located within Hancock Park, contain one of the "densest accumulation[s] of vertebrate fossils in the world, and are unique in their occurrence in a major urban area and still being productive after more than 100 years of excavation."[16] One localized deposit within the Tar Pits area is actively being excavated. More than 200 species of fossil vertebrates have been identified within the Tar Pits area, including extinct forms of bison, camel, horse, mammoth, mastodon, ground sloth, dire wolf, lion, condor, eagle, and turkey, in addition to a wide variety of fossil plants, insects, and invertebrates. Additional discoveries have included one of the earliest human skeletal remains and numerous holotypes (name bearing specimens for species new to science), including the holotype of the sabre-toothed tiger.

The occurrence of fossils within Hancock Park appear to be localized rather than uniformly distributed, and over 100 separate fossil sites have been identified throughout the property, several of which may occur within the proposed project site. Fossil-bearing asphalt

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[14] *Mitigation measures identified in LACMA's Development Agreement in 1993 refer to the Center for Public Archeology at Cal State Northridge and the Society of Professional Archeologists (SOPA). However, the State Office of Historic Preservation regional reference center for the Los Angeles area regarding archaeological and historical resources is the SCCIC at Cal State Fullerton, and SOPA has since merged with the RPA.*

[15] *Samuel A. McLeod, Ph.D., Vertebrate Paleontology, Natural History Museum of Los Angeles County, February 6, 2004.*

[16] *Samuel A. McLeod, Ph.D., Vertebrate Paleontology, Natural History Museum of Los Angeles County, February 6, 2004.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

deposits may also occur at depth throughout the LACMA property. Furthermore, numerous fossil vertebrate remains have been discovered in the surrounding area. Based on the guidelines of the Society of Vertebrate Paleontology, the paleontological sensitivity of the project site has been rated as High.[17]

Although the project site has been previously developed, any substantial excavations could encounter fossil vertebrate remains based on the known occurrence of vertebrate fossils (and fossil invertebrates) within the same sedimentary deposits. Thus, the potential for discovering unrecorded, paleontological resources does exist. However, with implementation of the mitigation measures described below, potential impacts would be reduced to a less than significant level.

Mitigation Measures

- A qualified paleontologist shall be retained to perform inspections of excavation and grading activities of the project site. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections will be based on consultation with the qualified paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.

- If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage.

- At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

- Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository.

- Any fossils collected within Hancock Park shall become the property of the County of Los Angeles. Those fossils deemed significant shall be deposited at the Natural History Museum of Los Angeles County. Any other specimens collected that were not accepted by the Natural History Museum of Los Angeles County shall be deposited in an accredited and permanent scientific or educational institution (not-for-

[17] *Samuel A. McLeod, Ph.D., Vertebrate Paleontology, Natural History Museum of Los Angeles County, February 6, 2004.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

profit or private) with a research interest in the materials. This repository(ies) shall be selected by the lead agency.

- If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

Implementation of these mitigation measures would ensure that potential impacts associated with paleontological resources would be less than significant.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Unless Mitigation Incorporated. As described above, two archaeological sites have been identified adjacent to the site and numerous fossil vertebrates have been discovered within the La Brea Tar Pits area, including one of the earliest human skeletal remains. Given the proximity of archaeological sites and based on the High paleontological sensitivity of the project site, the potential for project construction activities to disturb human remains may exist. With implementation of the mitigation measure provided below and those detailed above in Responses V.b. and V.c., potential impacts would be reduced to a less than significant level.

Mitigation Measures

- If human remains are unearthed during construction-related activities associated with the project, the State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur within the area of the find until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

Implementation of this mitigation measure and those cited above would ensure that potential impacts associated with disturbance of human remains would be less than significant.

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

VI. GEOLOGY AND SOILS. *Would the project result in:*

a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The project site is located in the seismically active Southern California region, which is characterized by major faults and fault zones. Faults are classified as active, potentially active, or inactive. For the purposes of the Alquist-Priolo Earthquake Fault Zoning Map Act, the State of California defines active faults as faults that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch).[18] Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. In addition, the City of Los Angeles designates Fault Rupture Study Zones on each side of potentially active and active faults to establish hazard potential.[19]

The following information is based on a Report of Preliminary Geotechnical Recommendations prepared by URS Corporation in November 2003 for the separately entitled BCAM building at LACMA, provided in Appendix B of this Initial Study. Due to the close proximity of the proposed project site with that of the BCAM building, geologic site conditions are expected to be the same. No known active faults cross the project site, and the site is not located in an Alquist-Priolo Fault Study Zone. The nearest active seismic sources are the Hollywood Fault located approximately 2 miles to the northwest, the Newport-Inglewood Fault approximately 2.5 miles to the southwest, and the Verdugo Fault approximately 9 miles to the northeast; the potentially active Santa Monica Fault is located approximately 1.3 miles to the northwest.[20] Similar to other development throughout the City of Los Angeles, the project would be subject to seismic risks such as severe seismic shaking in case of a seismic event.

Preliminary studies indicate that either a shallow or deep foundation scheme may be used for the proposed improvements. The foundation for the proposed subterranean Central Plant and

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[18] *California Department of Conservation, California Geological Survey. Potentially-active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present.*

[19] *City of Los Angeles General Plan Safety Element, Exhibit A, adopted by the City Council, November 26, 1996.*

[20] *URS Corporation, Report Preliminary Geotechnical Recommendations – Proposed Broad Contemporary Art Museum, November 12, 2003.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

loading dock is planned to incorporate driven piles. During the design phase, the project Applicant will consult with the Los Angeles County Geotechnical and Materials Engineering Division regarding foundation plans and specifications.[21]

The proposed project would comply with the California Department of Conservation, California Geological Survey (CGS)[22] *Special Bulletin 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California*, which provides guidance for evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC), LAMC, and LACC. With adherence to applicable regulatory requirements, implementation of the proposed project would not expose people or structures to substantial adverse effects associated with fault rupture, and impacts would be less than significant.

ii. Strong seismic ground shaking?

Less Than Significant Impact. No known active faults cross the project site, however faults in the region are capable of considerable seismic activity. As discussed above, a number of active and potentially active faults exist in relatively close proximity. Thus, the potential exists for the project site to be subject to periodic seismic ground shaking, including events of considerable magnitude. As such, the proposed project would be designed and constructed in accordance with State, County, and City building and safety codes, as described above, to reduce the potential for exposure of people or structures to seismic risks to the extent possible. Potential impacts associated with seismic ground shaking would be less than significant, and no mitigation measures would be required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Low groundwater table and the presence of loose to medium dense sand and silty sand are factors that could contribute to the potential for liquefaction.

The area within and adjacent to the project site is underlain by sandy to clayey fill soils ranging from 5 to 9 feet in depth. Below the existing fill to depths of 20 to 30 feet are natural soils of interbedded sands, silts, and clays, exhibiting loose to firm characteristics at upper levels and a stiffer, denser consistency at depth. Dense to very dense tar-impregnated sands underlay

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[21] *URS Corporation, Report Preliminary Geotechnical Recommendations – Proposed Broad Contemporary Art Museum, November 12, 2003.*

[22] *The California Geological Survey was formerly known as the Division of Mines and Geology.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

these natural deposits. Weathered siltstone has been previously reported on-site at a depth of approximately 63 feet, though borings on portions of the East and West Campuses conducted in 2002 and 2003 to a depth of 86 feet did not confirm this finding.[23,24] Groundwater has been encountered in the past as shallow as 4 to 6.5 feet; borings in 2003 found groundwater at depths of 30 to 42 feet, with perched groundwater at 16 to 20 feet. The Report of Preliminary Geotechnical Recommendations acknowledged possible reasons for the discrepancy based on the measurement methodology utilized and indicated that the shallower groundwater depths may be indicative of long-term conditions on-site. In addition, the site is underlain by a petroleum reservoir that generates high levels of methane. Despite the potential for relatively shallow groundwater levels, the on-site soils have a low susceptibility for liquefaction, and the potential for liquefaction is considered remote.[25] Furthermore, the California Department of Conservation CGS has not indicated any historic occurrence of liquefaction or conditions that would suggest the potential for permanent ground displacement requiring mitigation.[26]

The proposed project would comply with the California Department of Conservation CGS *Special Bulletin 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California*, and with the seismic safety requirements in the UBC, LAMC, and LACC. The proposed Museum Entrance and Central Plant would also be designed and constructed in accordance with the recommendations of the geotechnical report prepared by URS Corporation. With adherence to applicable safety requirements, implementation of the proposed project would not expose people or structures to substantial adverse effects associated with seismic-related ground failure, including liquefaction.

iv. Landslides?

No Impact. The project site and nearby properties area are generally flat. Available geologic maps of the project area, including the State of California Seismic Hazard Zones Map and the City's Parcel Profile Report, do not indicate past or potential landslides on the project site.[27] Therefore, the proposed project would not be expected to expose people or structures to substantial adverse effects associated with landslides. No impacts would occur and no mitigation measures would be necessary.

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[23] *URS Corporation, Preliminary Report Geotechnical Evaluations – Mobilization Phase Proposed Replacement Museum Project, September 5, 2002.*

[24] *URS Corporation, Report Preliminary Geotechnical Recommendations – Proposed Broad Contemporary Art Museum, November 12, 2003.*

[25] *URS Corporation, Report Preliminary Geotechnical Recommendations – Proposed Broad Contemporary Art Museum, November 12, 2003.*

[26] *California Department of Conservation, California Geological Survey, http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_holly.pdf, June 2004.*

[27] *California Department of Conservation, California Geological Survey, http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_holly.pdf, June 2004; City of Los Angeles Department of Building and Safety ZIMAS Parcel Profile Report for 5801-5905 West Wilshire Boulevard and 652 South Ogden Drive, June 2004.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The potential for soil erosion on the project site is low due to the generally level topography and the presence of on-site and off-site drainage facilities. Additionally, the Museum Campus includes extensive ornamental landscaping and grassy areas, allowing for substantial groundwater infiltration. Project construction within the Ogden Drive right-of-way and Hancock Park would require the removal of existing pavement, landscaping, and other on-site features, as well as excavation of approximately 35,000 cubic yards of soil (for the Central Plant and transport tunnel), nearly all of which would be exported. Under existing conditions, surface water runoff from Ogden Drive and the west side of Hancock Park flows to catch basins in Ogden Drive that connect to an 87-inch County storm drain. New rerouted drainage facilities would be introduced as part of development within the Ogden Drive right-of-way (refer to Response VIII.e. below for further discussion of drainage improvements) and would require some additional excavation.

Construction of the proposed project would occur in accordance with City Building Code Sections 91.7000 through 91.7016 and possibly Title 26, Appendix Chapter 33 of the LACC, which require necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. Due to the amount of necessary grading work, the project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety and the Los Angeles County Department of Public Works. As part of the City's requirements, Best Management Practices would also be implemented during construction, consistent with the Municipal National Pollutant Discharge Elimination System (NPDES) permit to reduce pollution in stormwater discharge to levels that comply with applicable water quality standards. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook prepared by the Department of Public Works, Bureau of Sanitation, which includes specific BMP requirements for all construction activities. Furthermore, Standard Urban Stormwater Mitigation Plan (SUSMP) provisions would be implemented throughout the operational life of the project that would assist in reducing on-site erosion. Compliance with applicable NPDES requirements would ensure that impacts relating to soil erosion would be less than significant. Please refer to Section VIII, Hydrology and Water Quality, for additional information regarding erosion control.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. As described above, the site and adjacent properties are generally flat and have been previously developed. The natural soils located on-site (below shallow fill soils) include soft to firm sands, silts, and clays, underlain by dense to very dense tar-

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

impregnated sands, underlain by weathered siltstone.[28] The on-site soils have a low susceptibility for liquefaction, and there is no indication of past or potential landslides on the project site. Though borings in 2003 encountered groundwater at 30 to 42 feet below ground surface (bgs), typical groundwater levels are expected to be as shallow as 4 to 6.5 feet.[29]

Groundwater may be encountered during excavation to a depth of 25 feet for construction of the Central Plant and transport tunnel. A groundwater dewatering system and localized sumps would be implemented during construction, as well as a permanent foundation dewatering system with tar filtration/collection/disposal, as recommended by Methane Specialists.[30] Design of the foundation dewatering system would occur in consultation with the Los Angels County Geotechnical and Materials Engineering Division. Additionally, basement floor slabs, walls and rerouted utilities (e.g., the storm drain and sewer segments) would be designed to accommodate groundwater levels and resulting hydrostatic pressure, as appropriate.

Subsidence is a localized mass movement that involves the gradual downward settling or sinking of the ground, resulting from the extraction of mineral resources, subsurface oil, groundwater, or other subsurface liquids, such as natural gas. The project area is underlain by petroleum reservoirs that have been used for oil production in the past, and as a result, ground subsidence has been noted in the area. Subsidence of minor magnitude may be expected to continue; however, with distribution over a wide area, adverse effects to the proposed project are not anticipated. The site exhibits little potential for differential compaction or seismic settlement. Additionally, since the project site does not contain free-faces or slopes, the potential for lateral spreading or seismic induced slope failure to occur is low.

Since project implementation would comply with appropriate recommended construction techniques and with all applicable State, City, and County building and safety guidelines, restrictions, and permit requirements, no significant impacts related to unstable soil or geologic conditions are expected to occur. Therefore, no mitigation measures would be required.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting

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[28] *URS Corporation, Report Preliminary Geotechnical Recommendations – Proposed Broad Contemporary Art Museum, November 12, 2003.*

[29] *URS Corporation, Report Preliminary Geotechnical Recommendations – Proposed Broad Contemporary Art Museum, November 12, 2003.*

[30] *Soil Gas Monitoring Probe Installation and Monitoring Report for Proposed Commercial Building at the Northwest Corner of the Intersection of Wilshire Blvd. and Ogden Dr., Los Angeles, California, Methane Specialists, November 11, 2003.*

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CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

and drying. Based on the geotechnical studies conducted throughout the LACMA Campus and the presence of tar-impregnated soils, the potential for soil expansion is considered low. In addition, construction would occur in accordance with Los Angeles Building Code Chapter IX, which includes construction requirements for grading, excavation, and foundation work, the LACC Building Code, as well as site-specific geotechnical studies. Therefore, the potential for hazards to occur as a result of expansive soils would be minimized. Project implementation would not result in any significant impacts associated with expansive soils, and substantial risks to life or property would not occur. No mitigation measures would be necessary.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project site is located in an urbanized area served by existing sewer infrastructure. The proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. No impact would occur, and no mitigation measures would be necessary.

VII. HAZARDS AND HAZARDOUS MATERIALS

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Since LACMA opened its original facility in Hancock Park in 1964, museum uses and incidental facilities have stored and made use of limited quantities of potentially hazardous materials on-site. Chemicals present on the project property include pesticides, paints, lacquers, photographic chemicals, sulfuric acid, and additional assorted chemicals in small amounts for conservation purposes. Additional potentially hazardous materials present on the property include diesel fuel and carbon dioxide in pressurized tanks. Different aspects of hazardous materials management, including utilization, storage, and disposal, are regulated by legislation administered by Federal and State agencies, including the Federal Occupational Safety and Health Administration (OSHA), the Environmental Protection Agency (EPA), the California Department of Toxic Substances Control (DTSC) through the County of Los Angeles Health Department, the Los Angeles County Fire Department (LACoFD), and the South Coast Air Quality Management District. LACMA operations within Hancock Park as well as the West Campus presently comply with all applicable regulations regarding hazardous materials handling.

The Applicant would continue to utilize water treatment chemicals in the proposed boilers, chillers, and cooling towers to prevent scale and corrosion. Small quantities of these water treatment chemicals are stored on-site and are used to occasionally replace chemicals lost due to evaporation and condensation. The project would result in an increase in the use of these

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

chemicals, but in a centralized location. The specific chemicals to be used would be chosen once the mechanical systems are in place and the raw water conditions are verified. All chemicals used for these purposes would be approved by the appropriate regulatory agencies of the State of California. In addition, the chemicals would be used and stored in accordance with manufacturers' specifications and in compliance with applicable standards and regulations. Thus, impacts would be less than significant, and no mitigation measures would be required.

The diesel fuel supply for the emergency generator would be located along the north side of the proposed loading dock and contained in a 6,000-gallon fuel oil above ground storage tank (AST), which would be constructed above grade to provide access for service and maintenance. The AST would be installed in accordance with manufacturers' specifications and in compliance with applicable standards and regulations. Thus, impacts associated with hazards would be less than significant, and no mitigation measures would be required.

The proposed project would also involve the use and storage of small quantities of grease, cleaning solvents, and other maintenance-related substances. These materials are currently contained, stored, and used in accordance with manufacturers' instructions and are handled in compliance with applicable standards and regulations. These practices would continue upon implementation of the proposed improvements, maintaining potential impacts at less than significant levels.

Due to the age of existing buildings within the project property, asbestos-containing materials (ACM) and lead-based paints (LBP) may have been used in some of the building materials, since the use of ACM and LPB was not regulated until 1979. If these hazardous materials are identified in the on-site buildings to be renovated as part of this project, an Asbestos Abatement/Lead-Based Paint Remediation project would be completed. ACM and/or LBP work has been completed in some of the adjacent buildings on the LACMA Campus when they were renovated in the past. Any additional hidden ACM or LBP found on-site during demolition activities would be removed by a certified lead or asbestos containment contractor in accordance with applicable standards and procedures, including SCAQMD Rule 1403 as well as California Occupational Safety and Health Administration (Cal OSHA) requirements, as specified in the California Code of Regulations (CCR) Title 8, Section 1532.1. Therefore, risk associated with ACM and LBP would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction or operation of the project.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. It is not anticipated that the uses associated with the project would create a significant hazard associated with a risk of upset or accident conditions

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

involving the release of hazardous materials. However, the project site is located within a Potential Methane Risk zone.[31] As a result, a methane analysis was completed to assess the risk associated with methane gas below the project site.[32] Gas probe monitoring events found high combustible gas concentrations under the project site, most likely related to natural deposits of oil and gas. Relatively high carbon dioxide concentrations suggest that microbial activity is occurring at the project site, most likely related to degradation of site hydrocarbons. In addition, fluctuating gas pressures suggest that the subsurface gases are interacting with shallow water saturated and tar saturated soils. As a result, project development would need to comply with the provisions of Section 91.7015 of the LAMC. Provisions would include sub-slab venting of soil gases, installation of a gas-impermeable membrane, and installation of a methane detection system. As compliance with this requirement would preclude a significant impact, no mitigation measures would be necessary.

Also, if relatively high groundwater levels are found to exist at the project site, foundation dewatering would be essential. The dewatering system would underlie the soil gas venting system by a minimum of one foot, and would be sloped towards a central sump at a minimum two percent gradient. In addition, heavy tar deposits were observed in soil during on-site geotechnical drilling activities. The presence of tar in the soils underlying the project site may necessitate designing a special dewatering system that can handle tar seepage as tar plugs the gravel and pipes of foundation underdrains. Tar seepage management would be accomplished by heating the groundwater collected to facilitate tar flow and providing a clarifier to separate the tar from the groundwater. The tar would be collected periodically and shipped to a State licensed recycling or disposal facility in accordance with Federal, State, and local regulations. In addition, any soils containing petroleum hydrocarbons would be handled in accordance with applicable regulatory requirements. As such, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, and impacts would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools located within a ¼ mile of the project site. Regardless, the limited quantities of hazardous materials and prescribed handling procedures, as described above, would not pose a risk at any school. In addition, none of the hazardous materials anticipated to be used at the project site are considered acutely hazardous in the small quantities in which they would be handled and used. Based on this information it is concluded that the

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[31] *City of Los Angeles, Department of City Planning, zoning map information.*

[32] *Soil Gas Monitoring Probe Installation and Monitoring Report for Proposed Commercial Building at the Northwest Corner of the Intersection of Wilshire Blvd. and Ogden Dr., Los Angeles, California, Methane Specialists, November 11, 2003.*

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project would not present an impact at any school in the project area. No mitigation measures would be necessary.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

No Impact. The project site has been developed with museum uses since 1964. A review of the Cortese List, which is updated annually by the California Environmental Protection Agency (Cal-EPA) pursuant to Government Code Section 65962.5, indicates that the project site is not included on any list of hazardous materials sites.[33] Therefore, the project site would not create a significant hazard to the public or environment, and mitigation measures would not be required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is not located within an airport land use plan or within two miles of an airport, nor is it located within an airport hazard area as designated by the City of Los Angeles. The closest airport is the Hawthorne Municipal Airport, located approximately 12 miles south of the project site. Therefore, the project would not result in an airport-related safety hazard, and no mitigation measures would be necessary.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?

No Impact. There are no private airstrips in the vicinity of the project site, and the site is not located within a designated airport hazard area. Therefore, the project would not result in airport-related safety hazards for the people residing or working in the area. No impact would occur, and no mitigation measures would be necessary.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Although project implementation would involve the vacation of Ogden Drive between Wilshire Boulevard and West 6th Street, the closure of this roadway would be designed so as to allow for emergency vehicle access south of West 6th Street

[33] *California Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Sites (Cortese) List, June 23, 2004.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

down the proposed truck ramp to the Central Plant and loading dock area as well as via the proposed pedestrian walkway from West 6th Street should an emergency situation require northerly access to the Museum Entrance. Construction activities and staging areas for the project are not expected to intrude upon Wilshire Boulevard. If it is determined that project construction activity could potentially intrude upon Wilshire Boulevard, a construction management plan would be developed and would include a safety element. No other roadway improvements or modifications with the potential to affect emergency response would occur in conjunction with the project. As such, construction and operation of the proposed project is not expected to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no mitigation measures would be necessary.

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site is not located in a mountain fire or fire buffer zone.[34] The project area is highly urbanized, and the site is developed with museum uses and substantial landscaping. In addition, the site is not located adjacent to any wildland areas. Therefore, project implementation would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no mitigation measures would be necessary.

VIII. HYDROLOGY AND WATER QUALITY. *Would the proposal result in:*

a. Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Stormwater runoff from Ogden Drive and the west side of Hancock Park flows to catch basins in Ogden Drive that connect to an 87-inch County storm drain. As discussed further below in Response VIII.e., new drainage facilities would be introduced as part of development within the Ogden Drive right-of-way, and the County storm drain would be rerouted to the east of the Ogden Drive right-of-way

Project-related construction activities would have the potential to result in adverse effects on surface water quality as a result of minor soil erosion associated with grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains during the project construction phase. However, construction of the proposed project would occur in compliance with erosion control measures, including grading and dust control measures, imposed via City and County grading permit regulations. Specifically, construction of the proposed project would occur in accordance with City Building Code Sections 91.7000 through

[34] *City of Los Angeles, Department of City Planning, zoning map information, http://plngis.lacity.org/zimas/default.htm.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

91.7016 and/or Title 26, Appendix Chapter 33 of the LACC, which require necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. Due to the amount of necessary grading work, the project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety and the Los Angeles County Department of Public Works. As part of the City's requirements, Best Management Practices would also be implemented during construction, consistent with the Municipal NPDES permit to reduce pollution in stormwater discharge to levels that comply with applicable water quality standards. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook prepared by the Department of Public Works, Bureau of Sanitation, which includes specific BMP requirements for all construction activities.

As discussed above, groundwater levels at the site are shallow and a groundwater dewatering system and localized sumps would be implemented during construction. Dewatering activities would require a NPDES dewatering permit from the Los Angeles Regional Water Quality Board (LARWQCB). Any tar-impacted groundwater that is encountered would be managed and disposed of in accordance with the dewatering permit requirements. As such, project construction would not result in significant impacts on surface water quality.

In addition, as indicated above, project operations would comply with the City's SUSMP requirements. Under the SUSMP, the project would be required to ensure that post-development peak storm water runoff discharge rates would not exceed the estimated pre-development rates such that there would be an increased potential for downstream erosion. The SUSMP requirements also include, but are not limited to, the following: minimizing stormwater pollutants of concern; providing storm drain system stenciling and signage; containing properly designed outdoor material storage areas; containing properly designed trash storage areas; and providing proof of ongoing BMP maintenance. Implementation of these SUSMP requirements would ensure that operation of the project would not violate any water quality standards or waste discharge requirements. As required, the project would also be designed to detain the first 0.75-inch of runoff or provide treatment to remove debris, hydrocarbons, and other pollutants. In addition, a permanent foundation dewatering system with tar filtration/collection/disposal would be implemented, as recommended by Methane Specialists.[35] As such, the project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant and no mitigation measures would be necessary.

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[35] *Soil Gas Monitoring Probe Installation and Monitoring Report for Proposed Commercial Building at the Northwest Corner of the Intersection of Wilshire Blvd. and Ogden Dr., Los Angeles, California, Methane Specialists, November 11, 2003.*

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b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?

Less Than Significant Impact. Borings in 2003 within the project area found groundwater at depths of 30 to 42 feet, with perched groundwater at 16 to 20 feet. However, groundwater has been encountered in the past as shallow as 4 to 6.5 feet, and the shallower estimates may be more indicative of long-term conditions on-site.[36] Groundwater in the project area has been impacted by naturally occurring tar and methane, and therefore is not used as a potable water source.

As construction of the proposed subterranean Central Plant and mechanical/art transport tunnel would require excavation to a depth of approximately 25 feet, contact with the groundwater table may occur. A groundwater dewatering system and localized sumps would be implemented during construction, as well as a permanent foundation dewatering system with tar filtration/collection/disposal, as recommended by Methane Specialists.[37] The dewatering system would be implemented in accordance with a discharge permit from the LARWQCB.

The project would not substantially increase the amount of impervious surface area on-site. Although a small area of Hancock Park currently occupied by a landscaped sculpture garden would be replaced with the proposed Museum Entrance, new landscaping would be introduced within the Ogden Drive right-of-way (which is currently paved) both north and south of the new entrance area. Consequently, the potential for groundwater infiltration would not be considerably reduced. As such, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge, and no mitigation measures would be required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Stormwater runoff from Ogden Drive and the west side of Hancock Park flows to catch basins in Ogden Drive that connect to an 87-inch County storm drain. The 87-inch County line is a main tributary of the storm drain system within the surrounding area. With the vacation of Ogden Drive and development within its right-of-way,

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[36] *URS Corporation, Report Preliminary Geotechnical Recommendations – Proposed Broad Contemporary Art Museum, November 12, 2003.*

[37] *Soil Gas Monitoring Probe Installation and Monitoring Report for Proposed Commercial Building at the Northwest Corner of the Intersection of Wilshire Blvd. and Ogden Dr., Los Angeles, California, Methane Specialists, November 11, 2003.*

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new drainage improvements would be constructed on-site to accommodate anticipated stormwater flows. Specifically, project runoff flows would be routed through new drainage piping into the subterranean storm drainage system. Additionally, the County storm drain would be rerouted (refer to Response VIII.e. below for further discussion).

Post-development runoff quantities would not be expected to increase considerably since, as discussed above, the amount of impervious surface area on-site would not change substantially. As the site would ultimately be entirely developed, paved, or landscaped, the potential for erosion or siltation would be minimal. In addition, compliance with SUSMP requirements would ensure that post-development peak storm water runoff discharge rates would not exceed the estimated pre-development rates such that there would be an increased potential for downstream erosion. Furthermore, the project site is not located within close proximity to a stream or a river. As such, substantial alterations to existing drainage patterns of the site and the surrounding area in a manner that would result in substantial erosion or siltation on- or off-site would not occur, and mitigation measures would not be required.

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?

Less Than Significant Impact. As discussed above in Response VIII.c., implementation of the proposed project would not result in substantial changes to existing drainage patterns or increases in surface water runoff quantities. Project runoff flows would be routed through new drainage piping into the subterranean storm drainage system. Alterations to the County's 87-inch storm drain in Ogden Drive (discussed further below in Response VIII.e.) would be designed and implemented in consultation with the County to ensure that no flooding or disruption in service would occur. Groundwater collected by the permanent foundation dewatering system to be implemented on-site would be properly disposed of in accordance with a NPDES dewatering permit obtained from the LARWQB. In addition, the project site is not located within close proximity to a stream or a river. Thus, project implementation would not result in flooding on- or off-site. Implementation of the proposed project would not substantially alter the existing drainage pattern of the site or surrounding area and would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Significant impacts would not occur and no mitigation measures would be required.

e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Under existing conditions, stormwater runoff from Ogden Drive and the west side of Hancock Park flows to catch basins in Ogden Drive that

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CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

connect to an 87-inch County storm drain. The 87-inch County line is a main tributary of the storm drain system within the surrounding area. The location of the proposed mechanical/art transport tunnel conflicts with the elevation of the 87-inch storm drain Based on recent discussions with the County, it is anticipated that this storm drain would be rerouted to the east of the existing Ogden Drive right-of-way and west of the Ahmanson Building. Additionally, with the vacation of Ogden Drive and development within its right-of-way, new drainage improvements would be constructed on-site to accommodate anticipated stormwater flows. Specifically, project runoff flows would be routed through new drainage piping into the subterranean storm drainage system and new catch basins would be provided In addition, the Conditions of Approval specified in Attachment A, Project Description, would be met as part of the project and would include the relocation or abandonment of the existing storm drain facilities located within the area to be vacated.

As discussed above, post-development runoff quantities would not be expected to increase substantially. With the proposed museum uses, project operations would generate pollution constituents in surface water runoff that are generally similar to existing conditions, and required water quality control measures would be introduced. As required, the project would be designed to detain the first 0.75-inch of runoff or provide treatment to remove debris, hydrocarbons, and other pollutants. Implementation of SUSMP requirements would ensure that operation of the project would not violate any water quality standards or waste discharge requirements. Therefore, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Significant impacts would not occur and no mitigation measures would be required.

f. Otherwise substantially degrade water quality?

Less Than Significant Impact. As discussed above, project-related construction activities have the potential to result in adverse effects on surface water quality as the result of minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains during the project construction phase. In addition, project operations would generate pollution constituents in surface water runoff that are similar to existing conditions, such as limited amounts of fertilizers and pesticides used for landscaping maintenance.

As discussed above in Response VIII.a., construction activities would occur in accordance with City requirements including the Los Angeles Building Code Sections 91.7000 through 91.7016 and possibly Title 26, Appendix Chapter 33 of the LACC, which require necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. As part of the City's requirements, BMPs would also be implemented during construction, consistent with the Municipal NPDES permit to reduce pollution in stormwater discharge to levels that comply with applicable water quality standards. In addition, project operation would comply with the City's SUSMP requirements to minimize potential water

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

quality impacts associated with project operations, including those attributable to the subterranean parking structure. Consequently, project construction and operation would not substantially degrade water quality, and no mitigation measures would be required.

g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. A portion of LACMA's West Campus is located within a 100-year flood plain.[38] However, the project does not involve housing. Therefore, implementation of the proposed project would not place housing within a 100-year flood plain. No impact would occur, and no mitigation measures would be required.

h. Place within a 100-year flood plain structures which would impede or redirect flood flows?

Less Than Significant Impact. As indicated above, a portion of LACMA's West Campus is located within a 100-year flood plain.[39] As discussed above, appropriate on-site drainage improvements would be implemented throughout the Museum Campus in accordance with City and County requirements. Impacts with regard to flood flows would be less than significant, and no mitigation measures would be required.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. As indicated above, a portion of the LACMA Campus is located within a 100-year flood plain. The Museum Campus is also located within the boundaries of a flood control basin inundation area.[40] As part of project development, consultation with the City Bureau of Engineering and County Department of Public Works would occur. All City and County requirements and recommendations would be implemented to ensure the safety of people and structures. As such, impacts associated with the exposure of people or structures to a significant risk of loss, injury, or death involving flooding would not occur, and no mitigation measures would be required.

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[38] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit F: "100-Year and 500-Year Flood Plains," March 1994.*

[39] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit F: "100-Year and 500-Year Flood Plains," March 1994.*

[40] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit G: "Inundation and Tsunami Hazard Areas," March 1994.*

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CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a tidal wave produced by a significant undersea disturbance such as tectonic displacement of the sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The project site is located approximately nine miles northeast of the Pacific Ocean and does not lie in close proximity to an enclosed body of water. In addition, the project site is not located within a tsunami hazard area as determined by the City of Los Angeles.[41] Therefore, the potential for exposure of people to a seiche or tsunami would be low. As the project site and surrounding area are flat and have been previously graded, the potential for mudflows to occur on-site is also low. As such, no impacts would occur associated with the inundation of seiche, tsunami, or mudflows, and no mitigation measures would be necessary.

IX. LAND USE AND PLANNING. *Would the project:*

a. Physically divide an established community?

No Impact. The project is located in a highly urbanized area known as the Miracle Mile. Surrounding land uses generally consist of commercial and institutional uses fronting Wilshire Boulevard, which divide existing residential communities to the north and south. The Museum Campus is presently developed with more than 715,200 square feet of museum uses, including the Ahmanson, Hammer, and Anderson gallery buildings, the Bing Theater, and the Pavilion for Japanese Art at LACMA East within Hancock Park; and LACMA West, which includes the former May Company department store building and a three-story parking garage, located west of Ogden Drive. The Museum Campus also includes sculpture gardens, pedestrian paths, park benches, a small outdoor amphitheater, and extensive ornamental landscaping and grassy areas.

Surrounding land uses include Park La Brea, a large gated multi-family residential community consisting of high-rise towers and low-rise garden apartment buildings, north of the site across West 6th Street. Along Wilshire Boulevard to the immediate south are the Petersen Automotive Museum, a high-rise office building, a surface parking lot acquired by LACMA in 1985, and the Chamber of Commerce. Multi-family and single-family residential uses as well as hospitals are located farther to the south. Directly east of Hancock Park are commercial uses including office buildings, restaurants, and retail uses. Located to the west of the LACMA

[41] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit G: "Inundation and Tsunami Hazard Areas," March 1994.*

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CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Campus are a variety of commercial uses including restaurants and retail uses along Fairfax Avenue, with multi-family residential farther to the west.

As the proposed uses and structures would be similar to and integrated with existing development at LACMA, the project would be consistent and compatible with the established land use patterns in the area. The park-like setting of Hancock Park, which would be extended onto the vacated Ogden Drive right-of-way with the introduction of landscaping and hardscape features in the outdoor piazzas, would continue to serve as a transitory land use between commercial development along Wilshire Boulevard and the residential community to the north. No residential communities would be displaced by project-related activities, nor would the physical arrangement of the surrounding residential communities be modified or divided. Therefore, the project would not physically divide an established community. Impacts would not occur and no mitigation measures would be required.

b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. Various local and regional plans guide development of the project site. LACMA's West Campus and Ogden Drive are located within the City of Los Angeles and are therefore subject to the Wilshire Community Plan, which implements land use policy standards of the City of Los Angeles General Plan, and the City of Los Angeles Municipal Code (LAMC), which governs land use at the project site through building standards and development restrictions. LACMA's East Campus, located in Hancock Park, is within the County's jurisdiction and is therefore subject to the Los Angeles County Code (LACC). In addition, regional planning agencies have jurisdiction over land use issues and maintain policies that apply to the project site. These include the Los Angeles County Congestion Management Plan (CMP), administered by the Metropolitan Transportation Authority (MTA), which regulates regional traffic issues; the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan & Guide (RCPG) which addresses regional development and forecasts growth for cities under its jurisdiction; and the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) which addresses attainment of state and federal ambient air quality standards throughout the South Coast Air Basin.

City of Los Angeles General Plan

The General Plan of the City of Los Angeles is a policy document originally adopted in 1974 that serves as a comprehensive, long-term plan for future development. The General Plan is comprised of eleven elements that apply citywide and the Land Use element made up of 35 local area plans, known as Community Plans, and plans for the Los Angeles International Airport and Port of Los Angeles.

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The Wilshire Community Plan contains goals, objectives, policies, and programs intended to direct development throughout the project area by guiding land use distribution, encouraging economic, social, and physical welfare, and promoting community identity. The West Campus is designated for General Commercial uses in the Wilshire Community Plan. The East Campus is designated for Public Facilities uses and the proposed tenant improvements within the East Campus are consistent with this designation. Since Hancock Park is owned by the County of Los Angeles, the proposed tenant improvements within the East Campus may undergo the County's development review process. The project site is also located within an area of the City referred to as the Miracle Mile, which is considered a Regional Commercial Center that comprises a mix commercial, office, residential, entertainment, and museum uses. In addition, the site contains substantial open space resources, and the LACMA West building (the former May Company department store building) is listed as a Los Angeles City Historic-Cultural Monument. Community Plan goals, objectives, and policies that are applicable to the proposed project include the following:

Goal 2: Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire Community through well-designed, safe and accessible areas, while preserving historic and cultural character.

Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1: Encourage pedestrian-oriented design in designated areas and in new development.

Objective 2-3: Enhance the visual appearance and appeal of commercial districts.

Policy 2-3.1: Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Goal 5: Provide sufficient open space in balance with development to serve the recreational, environmental, health and safety needs of the Wilshire Community, and to protect environment and aesthetic resources.

Objective 5-1: Preserve existing open space resources and where possible develop new open space.

Policy 5-1.1: Encourage the retention of passive and visual open space to provide a balance to urban development.

Goal 17: Preserve and restore cultural resources, neighborhoods and landmarks which have historical and/or cultural significance.

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CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Objective 17-1: Ensure that the Wilshire Community's historically significant resources are protected, preserved, and/or enhanced.

Policy 17-1.1: Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original façades.

Objective 17-2: Preserve and enhance neighborhoods having a distinctive and significant historical character.

Policy 17-2.1: Continue to identify and document Wilshire Community Plan Area Cultural and Historical Monuments.

Objective 17-3: Encourage private owners of historic resources to maintain and enhance their properties in a manner that will preserve the integrity of such resources.

Policy 17-3.1: Assist private owners of historic resources to maintain and enhance their properties in a manner that will preserve the integrity of such resources.

The final chapter of the Community Plan addresses urban design and contains development standards and design guidelines intended to promote quality design, visual continuity, and pedestrian and economic activity. The design policies applicable to individual projects pertain to site planning (e.g., location of parking, access, landscaping, and utility grounding), building height and design, parking structures, landscaping, and light and glare. Community design and landscaping standards are also included. An exhaustive list of such policies is not included herein.

The proposed project would support the Community Plan and applicable goals, objectives, and policies identified above. Specifically, implementation of the proposed project would result in attractive, high-quality museum facilities within a mixed-use area along a major commercial corridor. The proposed uses and structures would be integrated with existing development at LACMA, and the project would be consistent and compatible with the established land use patterns in the area and surrounding development. The proposed Museum Entrance, pedestrian circulation corridor, subterranean Central Plant and mechanical/art transport corridor and new landscaping are collectively intended to enhance the existing museum facilities, improve visitor access and circulation, centralize and optimize mechanical functions, rehabilitate outdated amenities, and generally enrich the museum-going experience. The improvements would serve the needs of the Wilshire Community as well as the greater Los Angeles Community, enhance the visual appearance and appeal of the site, and improve the streetscape identity along Wilshire Boulevard and West 6th Street. The new Museum Entrance in particular would be pedestrian-oriented, with a low-profile size and scale. A main feature of the entrance design would be its transparency, such that passersby at Wilshire Boulevard could look north through the 20-foot high glass windows into the pavilion and beyond to the park setting immediately south of West 6th Street. Additional landscaped open space would be provided on-

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

site, and the integrity of the LACMA West building would be preserved. As such, the proposed project would successfully implement the policy directions set forth in the Wilshire Community Plan.

As discussed above, upon vacation, the zoning designation of the vacated Ogden Street right-of-way would revert to [T][Q]C2-2. With implementation of this new zoning designation, the area to be vacated represents an addition of developable land within the Community Plan area.[42] The Wilshire Community Plan recognizes that growth will continue to occur throughout the Plan area and that a certain amount of associated development is likely in the future, and such growth is taken into account for planning purposes.[43] Specifically, the Community Plan contemplates the development of an additional 1.8 million square feet of commercial uses. However, beyond the project currently proposed, there is no expectation that additional development will occur within the vacated right-of-way.

Within the City of Los Angeles, up to 50,000 square feet of new development is permitted without a discretionary action, as the environmental impact associated with such an amount of floor area is considered negligible. Therefore, although not expected to occur, additional future development of up to 50,000 square feet within the vacated Ogden Street right-of-way would be permitted by right and would be considered consistent with the growth anticipated within the Community Plan. Furthermore, development of such a limited nature would comprise a minor proportion of total projected growth within the area. Additionally, in the event that over 50,000 square feet were proposed for development within the vacated Ogden Street right-of-way at some point in the future, site plan review would be required, thereby triggering the need for a discretionary action and appropriate environmental documentation. Regardless, there is no expectation that additional development will occur within the vacated right-of-way beyond the floor area proposed as part of the project. Therefore, despite any possibilities for future development within the vacated Ogden Street right-of-way, the project is considered consistent with the Wilshire Community Plan and the City of Los Angeles General Plan.

City of Los Angeles Planning and Zoning Code

The City of Los Angeles Planning and Zoning Code (Chapter 1 of the Los Angeles Municipal Code) regulates development through land use designations and development standards. Within the City's jurisdiction, the LACMA West Campus is currently zoned [T][Q] C2-2 (Commercial), and Ogden Drive, which is proposed for vacation, is a public City street.

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[42] *The segment of Ogden Drive to be vacated will revert to the zoning assigned to the adjacent parcel to the west and contains Q conditions permitting a FAR of 3:1, resulting in a potential for approximately 72,000 square feet of future development.*

[43] *The Wilshire Community Plan cites projected growth in population, housing units, and employment, as derived from the City's General Plan Framework, which represents a long-term and comprehensive growth strategy.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Improvements to the West Campus, such as the BCAM building and replacing the existing parking structure with a subterranean garage, are programmed as previously entitled projects and are not part of the proposed project involving development within Ogden Drive and part of the East Campus.[44] LACMA is the underlying fee owner of Ogden Drive and would be able to build on the vacated street upon vacation.[45] Upon vacation, the zoning designation of the vacated Ogden Street right-of-way would revert to [T][Q]C2-2. The East Campus is zoned by the City of Los Angeles as PF-1D (Public Facilities), but is a County-owned property. The proposed tenant improvements within the East Campus are consistent with existing zoning and would not require any discretionary land use approvals.

As detailed within Section 12.14 of the LAMC, the C2 zone permits a wide variety of commercial uses, including CR, C1, and C1.5 uses. Museum uses are permitted within the CR and C1.5 zones, and therefore are permitted within the project site. In addition, within Height District 2, the Zoning Code permits a floor area ratio (FAR) of 6:1. The portions of the Museum Entrance, Central Plant and tunnels that would be located within the vacated Ogden Street right-of-way would be consistent with the uses permitted within the C2 zone and the proposed buildings would be well within the FAR permitted within Height District 2. As such, the project would comply with applicable zoning requirements.

Based on the preceding analysis, no adverse impacts would occur with respect to project compliance with City of Los Angeles land use policies regulations, and no mitigation measures would be necessary.

Los Angeles County Code

The County of Los Angeles owns Hancock Park, and the East Campus buildings therein are occupied by LACMA pursuant to an operating agreement with the County. Proposed improvements within the East Campus would include rehabilitation of the Ahmanson Atrium, connective circulation improvements to the plaza level, improvements to stairways and elevators, and renovation of the area in the vicinity of the existing loading dock. As indicated above, these proposed tenant improvements on County-owned property are not subject to City zoning requirements, but may nonetheless be subject to applicable County and/or City building code standards. Pertinent provisions within the LACC include Title 22, Planning and Zoning; Title 26, Building Code; Title 27, Electrical Code; Title 28, Plumbing Code; Title 29, Mechanical Code; and Title 32, Fire Code.

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[44] *In 1993, the Los Angeles City Council approved the Park La Brea Development Agreement that vested development rights to the West Campus (previously referred to as Parcel D), along with three other parcels in the vicinity. As the rights and obligations of the 15-year Development Agreement run with the land, LACMA is entitled to build on Parcel D in accordance with the vested development rights under the Development Agreement.*

[45] *Museum Associates (DBA LACMA) is the underlying fee owner of Ogden Drive; however, for ease of reference, the project Applicant is referred to as LACMA throughout this document.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Metropolitan Transportation Authority Congestion Management Plan

The Metropolitan Transportation Authority administers the Congestion Management Plan, a state-mandated program designed to address the impact urban congestion has on local communities and the region as a whole. The CMP, revised in 1997, includes a hierarchy of highways and roadways with minimum levels of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model to evaluate traffic congestion and recommend relief strategies and actions. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for affected communities.

As discussed in Response III.a. above, the Wilshire Boulevard/La Brea Avenue intersection, located less than one mile east of the project site, has been established as a CMP monitoring intersection. An analysis is required at all CMP intersections where a proposed project could add 50 or more trips during either peak hour. In addition, analysis is required for all freeway segments where a project could add 150 or more trips, in each direction, during the peak hours analyzed. As discussed in the Traffic Analysis provided in Appendix C, the project would generate less than 50 net new peak hour trips at the closest CMP monitoring intersections located at Wilshire Boulevard/La Brea Avenue and Wilshire Boulevard/Beverly Glen Boulevard and fewer than 150 net new peak hour trips along nearby freeway segments. As such, the project would not conflict with or obstruct implementation of the CMP.

Southern California Association of Governments Regional Comprehensive Plan and Guide

The project site is also within the planning area of the Southern California Association of Governments. SCAG is a joint-powers agency made up of 14 subregions covering six counties. SCAG's Regional Comprehensive Plan and Guide, revised in 1996, contains a general overview of various federal, state, and regional plans that affect the southern California region and serves as a comprehensive planning guide, focusing on growth through the year 2015, and beyond. The primary goals of the RCPG are to improve the standard of living, enhance the quality of life, and promote social equity. In the RCPG, issues related to land use and development are addressed in the Growth Management chapter. Specific goals within the RCPG that apply to the proposed project include:

- Encouraging patterns of land use development that reduce infrastructure costs and make better use of existing facilities;
- Encouraging development in activity centers, transportation corridors, under-utilized infrastructure systems, and areas needing recycling and redevelopment;
- Encouraging plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment;

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

- Supporting local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity centers;

- Encouraging planned development in locations least likely to cause adverse environmental impact;

- Encouraging implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

The proposed project would be supportive of these RCPG policies. Specifically, project development within the urban Wilshire Boulevard corridor would directly support policies aimed at promoting infill and redevelopment in developed, transit-accessible areas. The redevelopment of an older, underutilized, urbanized property would concentrate activity near existing public facilities and infrastructure (e.g., roads, freeways, and utilities) as well as existing transit corridors. Implementation of the project would result in attractive, high-quality museum development that would be similar to and integrated with existing facilities at LACMA, as well as consistent and compatible with surrounding development. As discussed above, the proposed improvements would enhance the existing museum facilities, improve visitor access and circulation, centralize and optimize mechanical functions, rehabilitate outdated amenities, and generally enrich the museum-going experience, while protecting the historic and cultural resources on-site. Therefore, the proposed project is considered consistent with the RCPG.

South Coast Air Quality Management District Air Quality Management Plan

The project site is located within the South Coast Air Basin, and is therefore subject to policies set forth by the SCAQMD. The SCAQMD, in conjunction with SCAG, is responsible for establishing and implementing air pollution control programs throughout the Basin. The SCAQMD's Air Quality Management Plan, amended in 1999, presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts, including a comprehensive list of pollution control measures aimed at reducing emissions. Specifically, the AQMP proposes a comprehensive list of pollution control measures aimed at reducing emissions and achieving ambient air quality standards.

The location of the project site along the Wilshire Boulevard corridor would provide opportunities for visitors and employees to make use of public transit and other alternative transportation modes. Since the proposed project is consistent with the land use designations of the Wilshire Community Plan, the project would not conflict with the AQMP. Please refer to Response III.a. for further discussion with regard to air quality and the AQMP.

Based on the preceding, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project site. Impacts would be less than significant and no mitigation measures would be necessary.

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site has been previously developed and is located in an urban, developed area. No adopted Habitat Conservation Plans or Natural Community Conservation Plans apply to the project site or the immediate vicinity. Refer to Section IV for further discussion of biological resources. No impact would occur, and no mitigation measures would be required.

X. MINERAL RESOURCES. *Would the project:*

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site has been previously developed and is located in an urban, developed area. The site is underlain by petroleum reservoirs that have been used for oil production in the past and generate high levels of methane; however, oil production does not presently occur in the project area. Other significant mineral deposits as designated by the City of Los Angeles do not exist on-site.[46] Therefore, project implementation would not result in the loss of availability of a known mineral resource, and no impact would occur. No mitigation measures would be required.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The project site is not located in an area containing significant mineral deposits or designated as a locally important mineral resource site. As such, project implementation would not result in the loss of availability of a locally-important mineral resource recovery site. No impact to mineral resources would occur and no mitigation measures would be required.

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[46] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure GS-1.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

XI. NOISE. *Would the project:*

a. Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation Incorporated. The LAMC establishes regulations regarding allowable increases in noise levels as a result of project implementation. Supplementing these regulations, the City of Los Angeles has set forth guidelines for the analysis of land use development projects in the *City of Los Angeles CEQA Thresholds Guide* (Thresholds Guide).

For noise impacts during long-term operations, Section 111 of the LAMC establishes ambient sound levels to regulate intrusive noises within specific land use zones. In accordance with LAMC Section 112.02, a noise level increase of 5 A-weighted decibels (dBA) over the ambient conditions at an adjacent property line is considered a noise violation. The LAMC allows for higher noise levels for noise occurring over relatively short periods of time (i.e., 15 minutes or less). This standard applies to all noise sources except vehicles traveling on public streets and construction noise.

For noise impacts during construction, Section 112 of the LAMC limits noise levels generated by construction equipment when construction activities are located within 500 feet of a residential zone. Such activities shall not exceed 75 dBA, as measured at a distance of 50 feet from the source.[47] The LAMC also prohibits construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday. The City of Los Angeles Department of Building and Safety and the Los Angeles Police Department (LAPD) have the responsibility of enforcing noise regulations.

In addition to the LAMC provisions described above, the City has established noise guidelines that are used for planning purposes. These guidelines are based in part on the community noise compatibility guidelines established by the State Department of Health Services and are intended for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the Thresholds Guide in terms of the Community Noise Equivalent Level (CNEL). CNEL guidelines for specific land uses are classified into four categories: (1) "clearly acceptable," (2) "normally acceptable," (3) "normally unacceptable," and (4) "clearly unacceptable." A CNEL or L_{dn} value of 65 dBA is considered the dividing line between a "normally acceptable" and "normally unacceptable" noise

[47] *Compliance with this standard shall not apply if compliance cannot occur with the inclusion of all measures deemed to be "technically feasible." In accordance with the City of Los Angeles Noise Ordinances, "technically feasible" means that the established noise limitations cannot be complied with at a project site, despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

environment for noise sensitive land uses, including residences, parks, schools, and playgrounds. CNEL increases of less than 3 dBA are not considered an adverse change in the environment, while an increase of between 3 and 5 dBA is generally considered to be an adverse impact, and a CNEL increase of greater than 5 dBA is considered a significant impact.

Based on the Thresholds Guide, noise impacts would be significant if:

- Construction activities lasting less than ten days would exceed existing ambient exterior noise levels by 10 dBA or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at anytime on Sunday.
- Project traffic causes an increase in CNEL along any roadway segment by 5 dBA or more when the CNEL is within the acceptable range as shown on the City's Community Compatibility Matrix.
- Project traffic increases the CNEL along any roadway segment by an audible amount (3 dBA or more) and causes the noise levels to move from acceptable range to unacceptable range as shown on the City's Community Compatibility Matrix.

Existing Noise Levels

Existing noise levels at the project site are dominated by vehicle traffic on local roadways. As such, noise generated by existing vehicles in the project vicinity was used to represent the existing ambient noise level. As shown in Table B-4 on page B-50, the daytime average noise level along the roadways near the project site (i.e., Wilshire Boulevard, West 6th Street, and Fairfax Avenue) generally ranges from 68.4 dBA to 70.1 dBA L_{eq} or 69.0 dBA to 70.7 dBA CNEL at 25 feet from the roadway.

Existing sensitive receivers in the vicinity of the project site include Park La Brea, a large gated multi-family residential community consisting of high-rise towers and low-rise garden apartment buildings, located north of the project site across West 6th Street. South of the project site, behind commercial and institutional uses fronting Wilshire Boulevard, are multi-family and single-family residential uses as well as two hospitals farther south. Multi-family residential uses are located to the west, behind commercial frontage along Fairfax Avenue. In addition, a portion of the project site is located in Hancock Park, a designated park use, east of Ogden Drive.

Table B-6 (Continued)

PREDICTED TRAFFIC NOISE LEVELS AT SENSITIVE RECEIVERS
CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Roadway Segment	Existing CNEL	Predicted Future CNEL (dBA) at 25 feet from Right-of-Way: Future (Year 2010) No Project	Future (Year 2010) With Project	Project Increment[a]	Cumulative Increment[b]
Ogden Drive, between Wilshire Boulevard and West 6th Street	60.8	63.2	61.0	-2.2	+ 0.2
Wilshire Boulevard, between Fairfax Avenue and Ogden Drive	70.7	70.9	70.8	- 0.1	+ 0.2
West 6th Street, between Fairfax Avenue and Ogden Drive	69.0	69.6	70.0	+ 0.4	+ 1.0
Masselin Avenue, between Wilshire Boulevard and West 6th Street	61.4	61.7	61.8	+ 0.1	+ 0.4
Hauser Boulevard, between Wilshire Boulevard and West 6th Street	66.9	67.2	67.2	0.0	+ 0.3
Fairfax Avenue, north of West 6th Street	70.6	71.1	71.1	0.0	+ 0.5
Fairfax Avenue, south of Wilshire Boulevard	70.1	70.3	70.3	0.0	+ 0.2

[a] *Increase is derived by comparing the traffic noise levels associated with ambient growth without the project and traffic noise levels associated with ambient growth plus project development.*

[b] *Cumulative increase is derived by comparing existing traffic noise levels and traffic noise levels associated with ambient growth plus project development.*

Source: PCR Services Corporation, 2004.

Construction Noise

Project construction would require the use of mobile heavy equipment with high noise level characteristics that would be clearly perceptible at noise sensitive receivers near the project site. The residential uses located across West 6th Street and Hancock Park (approximately 100 feet from the center of nearest proposed construction activity) would represent the closest noise-sensitive uses to the project site. Sensitive receptors to the east and south of the project site would be sufficiently buffered from construction activities by existing structures (e.g., commercial frontage along Wilshire Boulevard and Fairfax Boulevard). In addition, a new storm and sewer line would be installed approximately 100 feet east of the Ogden Drive right-of-way through Hancock Park. Peak construction noise levels for most of the equipment that would be used during project construction would range from 70 to 95 dBA at a distance of 50 feet from the source. However, pile driving may be necessary during construction of the foundation for the Central Plant and loading dock facility, and peak noise levels could reach 101 dBA at a distance of 50 feet. These peak noise level estimates are based on conservative assumptions, and would be relatively infrequent and temporary.

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

The average (L_{eq}) noise level generated by construction activity would generally range from 77 to 86 dBA at a distance of 50 feet.[48] Typically, noise levels at receptor locations would be less, because the noisiest equipment would not be used continuously. Noise levels diminish at a rate of approximately 6 dBA per doubling of distance. Thus, a noise level of 86 dBA at a reference distance of 50 feet would be about 80 dBA at 100 feet, and 74 dBA at 200 feet. Demolition and grading activities in the northern portion of the project site during removal of Ogden Drive could result in noise levels at the project boundary of 95 dBA or more at a given moment; however, the majority of construction activity would take place at least 300 feet from residences along West 6th Street and generate a much lower noise level of approximately 80 dBA. With respect to the CNEL noise descriptor, noise at residential uses north of West 6th Street could conservatively increase ambient noise levels from 69.1 dBA to 76.6 dBA or an increase of 7.5 dBA. However, as discussed above this increase would only occur when construction activities are located in the northern portion of the project site and without incorporation of mitigation measures. Construction activities would typically be at least 300 feet from the residences (i.e., during construction of the Central Plant and loading dock), thus construction noise levels could increase ambient CNEL noise levels from 69.1 dBA to 71.1 or an increase of 2 dBA. CNEL noise levels at Hancock Park as a result of construction activities could increase ambient noise levels from 60.9 dBA to 69.4 dBA or an increase of 8.5 dBA without incorporation of mitigation measures.[49] During installation of the new storm and sewer line, users of Hancock Park could be as close as 50 feet from construction activities. As a result construction activities could increase ambient noise levels from 60.9 dBA to 81.8 dBA or an increase of 20.8 dBA without incorporation of mitigation measures. Noise during construction would increase the ambient noise level above the 5 dBA significance threshold without incorporation of mitigation measures. As such, the following mitigation is recommended:

Mitigation Measures

- All construction equipment shall be fitted with residential grade mufflers, where feasible.
- A ten-foot temporary sound barrier shall be erected along the northern boundary of the project site along West 6th Street and along the boundary east of the proposed storm and sewer line adjacent to portions of Hancock Park.

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[48] *As per USEPA 1971, average noise levels by activity type generally are: excavation – 86 dBA; foundations – 77 dBA; structural – 83 dBA; finishing – 86 dBA.*

[49] *Traffic noise modeling was used to determine ambient noise levels at the noise-sensitive receptors. A summary of the calculation of ambient noise levels and construction-period noise impacts in terms of CNEL is provided in Appendix C.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

- A 90 foot buffer shall be maintained between construction activities and Hancock Park during installation of the proposed storm and sewer line such that park visitors are prevented from being in close proximity to construction activities.

- Pile shields (i.e., sound blankets) shall be used for all pile driving activities.

Level of Significance with Mitigation

The use of residential grade mufflers prescribed in the first mitigation measure will achieve, on average, 3 dBA of additional sound attenuation over the use of typical industrial grade mufflers, and the 10-foot temporary sound barrier prescribed in the second mitigation measure will achieve a minimum reduction of 10 dBA. Assuming a minimum combined noise reduction of 13 dBA by implementing these mitigation measures, the CNEL noise level at the residential uses north of West 6th Street would be reduced to approximately 69.3 dBA or an increase of 0.2 dBA. The CNEL noise level for Hancock Park would be reduced to approximately 64.9 dBA or an increase of 4.0 dBA. The third mitigation measure will provide an additional 5-dBA of noise reduction for doubling of distance from source to receptor during installation of the proposed storm and sewer line. Thus, noise levels would be reduced to approximately 65.6 dBA or an increase of 4.6 dBA. As such, with implementation of mitigation measures, noise during construction would not exceed the 5 dBA significance threshold. Therefore, potential noise impacts during construction would be less than significant with incorporation of the mitigation measures.

Noise from Future Operations

Long-term operations of the project would have a negligible effect on the community noise environment in the proximity of the project site. The existing noise environment in the project area is dominated by traffic noise from nearby roadways. The heaviest traveled roadways in the vicinity of the project area include Wilshire Boulevard and West 6th Street, which are located along the southern and northern boundaries of the project site, respectively. As explained below in Response XV.a., based on conservative assumptions the project would result in approximately 632 new daily trips and would include the vacation of Ogden Drive between West 6th Street and Wilshire Boulevard.[50] The vacation of Ogden Drive would result in the rerouting of traffic in the project vicinity. Roadway traffic associated with the project, as shown in Table B-4, would result in a maximum increase in CNEL of 0.4 dBA, which would occur along West 6th Street, between Fairfax Avenue and the existing Ogden Drive right-of-way. This maximum increase in traffic noise would be the result of ambient growth plus development of the project compared to ambient growth without development of the project and would be less

[50] *Traffic and Circulation Analysis for Los Angeles County Museum of Art, Crain and Associates, June 15, 2004. Although LACMA does not anticipate a substantial increase in daily attendance at the Museum, the Traffic Analysis made conservative assumptions regarding trip generation in order to provide a "worst-case" analysis. Refer to Response XV.a. for further discussion.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

than the 3 dBA significance threshold. Noise level increases at all other locations would be less than 0.1 dBA.

The proposed Central Plant and loading dock facility would be located on a subterranean level generally below the Museum Entrance, with approximately 22,400 square feet of space at 25 feet below grade. The Central Plant facility would include boilers, hot water heat exchangers, electric chillers, water pumps, and associated fan evacuation systems. The Central Plant cooling towers would be the only mechanical equipment associated with the Central Plant capable of producing high noise levels since other equipment would be subterranean or inside buildings. As such, noise levels associated with the cooling towers may result in significant noise impacts without mitigation measures to adjacent buildings and at the exterior walkway.

Adjacent to the Central Plant on the west, a truck entry/exit ramp would be constructed to permit truck access from West 6th Street south along the current alignment of Ogden Drive. The ramp would have a ten percent grade and would lead to the subterranean loading dock, truck turnaround area, and shipping and receiving area. Delivery trucks currently travel along Ogden Drive to reach the existing loading dock within LACMA's East Campus. As such, relocating the loading dock would not require delivery trucks to be rerouted or expose new sensitive land uses to increased noise levels. Truck trips and loading and unloading activities would not increase as a result of the project, and activity occurring at the subterranean loading dock would not increase existing ambient noise levels.

In addition, outdoor piazzas would be located to the north and south of the new Museum Entrance within the vacated Ogden Drive right-of-way. The piazzas would not be considered a substantial source of noise and would result in a net benefit, as traffic-related noise would be reduced by the vacation of Ogden Drive and subsequent rerouting of automobile traffic around the project site. As such, outdoor activities at the piazzas would not increase ambient noise levels at any sensitive use.

As discussed above, noise during operation of the proposed project (i.e., Central Plant cooling towers) may result in a significant noise impact without mitigation measures. Therefore, the following mitigation measure is recommended:

Mitigation Measures

- The Central Plant cooling towers shall be fitted with discharge silencers and solid walls around the cooling tower enclosure up to the height of the tower's discharge.

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Level of Significance with Mitigation

The use of the above mitigation measure was evaluated in an acoustical analysis prepared as part of a feasibility study.[51] The analysis set the noise criteria based upon compliance with LAMC Section 112.02 and concluded that the manufacturers would achieve the designated noise criteria if discharge silencers were incorporated and solid walls were provided around the cooling tower enclosure up to the height of the tower's discharge. With implementation of this mitigation measure, operational impacts associated with the project would be less than significant.

b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible vibration. Heavy trucks can also generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions. The American National Standards Institute (ANSI) indicates that vibration levels in critical care areas, such as hospital surgical rooms and laboratories should not exceed 0.2 inches per second of peak particle velocity (PPV). The Federal Transit Authority (FTA) also uses a PPV of 0.2 inches per second for vibration in proximity to fragile buildings. The City of Los Angeles does not have specific thresholds for vibration pertaining to construction activities or daily operations. In light of this circumstance, vibration criteria established by ANSI and FTA discussed above will be used as significance criteria.

Vibration velocities for typical construction equipment are provided in Table B-5 on page B-55. As shown in Table B-5, impact pile driving operations generate the greatest amount of ground-borne vibration, which is 0.644 PPV at a reference distance of 25 feet. With regard to the proposed project, the highest vibration would be generated during pile driving operations for the Central Plant and loading dock structure. However, more consistent, but lower ground vibration would be generated during the site clearing, excavation, and paving processes for the project, when heavy materials are moved.

As no vibration-sensitive receivers or fragile buildings are located within 75 feet of the proposed pile driving operations, ground-borne vibration from pile driving operations would likely not exceed the 0.124 PPV level (75-foot reference distance) shown in Table B-5. Pile driving operations would not cause ground-borne vibrations that exceed the 0.2 inch per second threshold. No significant impacts associated with the exposure of persons to or the generation of excessive groundborne vibration or groundborne noise levels would occur, and no mitigation measures would be required.

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[51] *LACMA Transformation BCAM and Connectivity Projects, Feasibility Study, Arup Acoustics, March 2004.*

Table B-5 (Continued)

VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Equipment	Approximate Velocity Level at 25 ft, VdB	Approximate Peak particle Velocity at 25 ft, inch/second	Approximate Peak Particle Velocity at 75 ft, inch/second
Pile Driver (impact)	104	0.644	0.124
Pile Driver (sonic)	93	0.170	0.033
Hydromill (slurry wall in soil)	66	0.008	0.002
Hydromill (slurry wall in rock)	75	0.017	0.003
Large bulldozer	87	0.089	0.017
Caisson drilling	87	0.089	0.017
Loaded trucks	86	0.076	0.015
Jackhammer	79	0.035	0.007
Small bulldozer	58	0.003	0.001

Source: USDOT Federal Transit Administration, 1995.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. As stated above in Response XI.a., project operations would not significantly increase existing ambient noise levels due to increased vehicle traffic, mechanical equipment, or loading dock activity. As part of the project, acoustical treatment would be provided within the Central Plant structure and other major mechanical equipment would be located or designed such that a maximum noise level of 55 dBA measured at ten feet from the source would be generated. With implementation of these design features, impacts associated with a substantial permanent increase in ambient noise levels would not occur.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. As stated in Response XI.a. above, construction of the proposed project would not increase existing ambient noise levels above the 5 dBA significance threshold. Therefore, impacts would be less than significant.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. Thus, project construction or operation would not expose people to excessive airport related noise levels, and no mitigation measures would be required.

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no private airstrips within at least thirty miles of the project site. As such, construction or operation would not expose people residing or working in such an area to excessive noise levels. Thus, no impact would occur, and no mitigation measures would be required.

XII. POPULATION AND HOUSING. *Would the project:*

a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The project does not involve the construction of new residences. As such, implementation of the project would not generate direct increases in residential population growth. With the proposed improvements, attendance levels at LACMA would continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day. Although a limited increase in visitors is assumed in order to present a conservative analysis, changes in daytime population levels would not affect permanent population growth in the area. Any increase in staffing would not be sufficient to indirectly induce substantial population growth in the area as a result of the potential for new staff to relocate to the area. Therefore, no impacts would result, and no mitigation measures would be required.

b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently developed with museum structures and associated amenities which do not contain any residential uses. Development of the new Museum Entrance and subterranean Central Plant, therefore, would not displace any existing residences. No impact would result, and no mitigation measures would be required.

c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

No Impact. As discussed above, the project site does not currently contain any residential uses, and no residential uses would be displaced by the proposed project. Project implementation would not displace any residents. No impact would result, and no mitigation measures would be required.

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

XIII. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

a. Fire protection.

Less Than Significant Impact. The Los Angeles Fire Department (LAFD) provides fire protection to the project site. The nearest fire station is Fire Station 61 located at 5821 West 3rd Street, approximately one mile west of the project site. Fire Station 61 is a Task Force station with a truck and engine company and rescue ambulances, and serves as Headquarters for Battalion 18. The station is within the response distance for commercial land uses of one mile for an engine company and one and a half miles for a truck company, as specified by LAMC Section 57.09.07. The site is not located in a high fire hazard area, as designated by the City of Los Angeles.

Although additional floor area would be added, attendance levels at LACMA would continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day, as under existing conditions. Nonetheless, a limited increase in visitors is assumed in order to present a conservative analysis. Proposed development would comply with all applicable provisions of the City's Fire and Building Codes, including the installation of fire sprinklers and water line improvements and connections, as required, to ensure that fire flows would be adequate to serve the project. Design of the proposed subterranean structures such as the mechanical/art tunnel would incorporate important fire and life safety features, such as a fully automatic suppression system, visual and audible fire alarms, multiple exits, active compartmentation, and a central monitoring facility to serve the entire Museum Campus. Furthermore, as discussed above in Response VII.a., LACMA operations would continue to comply with all applicable Fire Department regulations regarding hazardous materials handling. In addition, the Conditions of Approval specified in Attachment A, Project Description, would be met as part of the project and would include the submittal of plot plans to the Fire Department for review and approval; maintained access to and availability of fire hydrants serving all existing and new structures within the museum campus; compliance with all applicable provisions of Division 9 of the Los Angeles Fire Code (LAMC §57.09.01); and the relocation or installation of any fire hydrants affected by or required because of the street vacation.

As previously discussed in Response VII.g., project construction and staging would be confined to the site and, therefore, would not interfere with LAFD access to surrounding properties. Although project implementation would involve the vacation of Ogden Drive between Wilshire Boulevard and West 6th Street, the closure of this roadway would be designed so as to allow for emergency vehicle access south of West 6th Street down the proposed truck ramp to the Central Plant and loading dock area as well as via the proposed pedestrian walkway from West 6th Street should an emergency situation require northerly access to the Museum

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Entrance. Emergency access to the site would also be maintained during construction. As such, the proposed project would not create adverse impacts associated with fire protection services. Impacts would be less than significant and no mitigation measures would be required.

b. Police protection.

Less Than Significant Impact. The Los Angeles Police Department (LAPD) provides police protection to the project site and the surrounding area. The Wilshire Police Station is located at 4861 West Venice Boulevard, approximately 4 miles southwest of the site. This station serves a community area encompassing 14.5 square miles, including the project site, and contains a population of nearly 233,000 residents.[52] The LAPD also maintains a Wilshire Area Community Substation in the project area, located at 633 West 3rd Street at the Farmers Market.

Although additional floor area would be added, attendance levels at LACMA would continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day, as under existing conditions. Nonetheless, a limited increase in visitors is assumed in order to present a conservative analysis. Since the project does not include residential uses, project implementation would not affect the officer to population ratio within the Wilshire Area. The Museum Campus would continue to include security features such as a 24-hour on-site security force, nighttime security lighting and security cameras and which would serve to reduce the demand for police protection.

In addition, as previously discussed in Response VII.g., project construction and staging would be confined to the site and, therefore, would not interfere with LAPD access to surrounding properties or affect police response times. As indicated above, although project implementation would involve the vacation of Ogden Drive between Wilshire Boulevard and West 6th Street, the closure of this roadway would be designed so as to allow for emergency vehicle access south of West 6th Street down the proposed truck ramp to the Central Plant and loading dock area as well as via the proposed pedestrian walkway from West 6th Street should an emergency situation require northerly access to the Museum Entrance. Emergency access to the site would also be maintained during construction. As such, the proposed project would not result in adverse impacts associated with the provision of police protection services. Impacts would be less than significant and no mitigation measures would be required.

c. Schools.

No Impact. The project site is located within District E of the Los Angeles Unified School District (LAUSD). The LAUSD schools nearest to the project site include Hancock Park

[52] *Los Angeles Police Department online information, http://www.lapdonline.org, July 2004.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

Elementary located at 408 South Fairfax Avenue, Wilshire Crest Elementary at 5241 West Olympic Boulevard, and Whitman High School at 7795 Rosewood Avenue.

The proposed improvements do not include the construction of new residential units. Although additional floor area would be added, attendance levels at LACMA would continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day, as under existing conditions. Nonetheless, a limited increase in visitors is assumed in order to present a conservative analysis. Any increase in staffing would not be sufficient to indirectly induce substantial population growth in the area as a result of the potential for new staff to relocate to the area. Thus, the project would not result in a substantial increase in the demand for school facilities in the area. Thus, no impacts upon the demand for school facilities would occur.

d. Parks.

Less Than Significant Impact. There are several parks and recreational facilities within a one-mile radius of the project site, including Hancock Park (in which LACMA's East Campus and a portion of the proposed project site are located), Pan Pacific Park, and Carthay Circle Park. The Museum Campus itself includes open grassy park-like areas, sculpture gardens, meandering pedestrian paths, park benches, a small outdoor amphitheater, and extensive ornamental landscaping, and is used by Museum visitors for passive recreational purposes.

The proposed improvements do not include the construction of new residential units, which would generate a direct demand for recreational facilities. Although additional floor area would be added, attendance levels at LACMA would continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day, as under existing conditions. Nonetheless, a limited increase in visitors is assumed in order to present a conservative analysis. Museum visitors and staff would continue to utilize existing outdoor facilities at LACMA, in addition to the piazza, and other landscaped and hardscaped areas proposed as part of the project, which would extend the park setting of Hancock Park throughout the Museum Campus. As the demand for off-campus park facilities would not increase, the proposed project would not result in substantial adverse impacts to parks. Impacts would be less than significant and mitigation measures would not be necessary.

e. Other governmental services (including roads).

Less Than Significant Impact. The proposed project would not significantly impact other governmental services. Expansion or improvement to government services or infrastructure would not be necessary as a result of the proposed project. No significant impact would occur, and no mitigation measures would be necessary.

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

XIV. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. As discussed in Response XIII.d., the proposed improvements do not include the construction of new residential units, which would generate a direct demand for recreational facilities. Although additional floor area would be added, attendance levels at LACMA would continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day, as under existing conditions. Nonetheless, a limited increase in visitors is assumed in order to present a conservative analysis. Museum visitors and staff would continue to utilize existing outdoor facilities at LACMA, in addition to the piazza, and other landscaped and hardscaped areas proposed as part of the project. As the demand for off-campus park facilities would not substantially increase the use of exiting off-site neighborhood or regional parks or other recreational facilities, impacts would be less than significant and no mitigation measures would be required.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. As discussed above, a piazza, and other landscaped and hardscaped areas are proposed as part of the project. These facilities would extend the park setting of Hancock Park throughout the Museum Campus. The potential impacts of these facilities are evaluated throughout the other sections of this document. As indicated above, no new or expanded off-site recreational facilities would be required as part of the project. Thus, impacts would be less than significant and no mitigation measures would be required.

XV. TRANSPORTATION/CIRCULATION. *Would the project*:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?

Potentially Significant Unless Mitigation Incorporated. A Traffic and Circulation Analysis was prepared for the proposed project by Crain & Associates and is provided in Appendix C of this document.[53] LACMA does not anticipate a substantial increase in daily

[53] *Traffic and Circulation Analysis for Los Angeles County Museum of Art, Crain & Associates, June 2004.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

attendance at the Museum as a result of the proposed improvements since additional exhibition space will not be provided. However, the Traffic Analysis made conservative assumptions regarding trip generation in order to provide a "worst-case" analysis. Empirical data for museums in the surrounding area were examined, and trip generation potential was assigned to various land uses included as part of the project, such as the proposed bookstore, café facilities, and the new Museum Entrance itself. The trip rates utilized present a "worst-case" trip generation condition, as they do not account for such trip reducing factors as multi-purpose trips, extensive transit use, or pass-by trips.[54] Using trip generation rates from empirical data and the Institute of Transportation Engineers (ITE), the Traffic Analysis estimated that the proposed project would generate approximately 632 net new daily trips, with approximately 53 additional trips during the A.M. peak hour, approximately 61 additional trips during the P.M. peak hour, and an estimated 106 new trips during the Saturday mid-day peak period. In any case, attendance levels at LACMA would continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day, similar to existing conditions.

The effect of project-generated traffic on the local roadway system during the A.M. and P.M. peak hours was evaluated under future (year 2010) projected baseline conditions at 36 study intersections in the project area.[55] Analysis of project-generated traffic during the Saturday mid-day peak period was conducted for seven of the 36 intersections, selected based on local access conditions and the greatest likelihood for project-related intersection impacts. The distribution of project trips throughout the local roadway network took into account the proposed vacation of Ogden Drive between Wilshire Boulevard and West 6th Street. Based on Los Angeles Department of Transportation (LADOT) criteria, which take into account intersection levels of service (LOS) and volume-to-capacity ratios known as Critical Movement Analysis (CMA) indices, project trip generation is expected to significantly impact one of the study intersections (Wilshire Boulevard/Hauser Boulevard) during the weekday A.M. peak hour, two intersections (Curson Avenue/West 6th Street and Burnside Avenue/West 6th Street) during the P.M. peak hour, and one intersection (Fairfax Avenue/West 6th Street) during both the P.M. and Saturday mid-day peak periods. The significance criteria established by LADOT reflect increases in CMA values on a sliding scale based on an intersection's existing LOS, as follows: 0.010 for intersections operating at LOS E or F, 0.020 for intersections operating at LOS D, and 0.040 for intersections operating at LOS C. A summary of the CMA and LOS for each of the study intersections is provided in Table B-6 on page B-62. It should be noted that by 2010, many of the study intersections are projected to operate at LOS E or F during the A.M., P.M., and/or Saturday mid-day peak hours. However, the anticipated deteriorations in service would occur regardless of project development, and, aside from the previously identified significantly impacted intersections, the proposed project would not change the future projected LOS at these intersections. To address the significantly affected intersections, the project would implement

[54] *Traffic and Circulation Analysis for Los Angeles County Museum of Art, Crain & Associates, June 2004.*

[55] *Future (2010) baseline conditions were estimated based on existing (2004) traffic volumes, ambient traffic growth based on SCAG's socioeconomic projections, and cumulative development in the study area, including 67 known related projects.*

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

access and circulation improvements as mitigation, thereby ensuring that impacts at the affected intersections are reduced to a level that is less than significant. In addition, the Conditions of Approval specified in Attachment A, Project Description, would be met as part of the project and would include the dedication of two feet as public street along the southerly side of West 6th Street adjacent to the project site in order to meet Secondary Highway standards; construction of specified roadway improvements; and the provision for any necessary traffic measures, including traffic calming measures, in the project area in conjunction with the street vacation.

Mitigation Measures

Table B-6

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

		Peak	Without Project		With Project		
No.	Intersection	Hour	CMA	LOS	CMA	LOS	Impact
1.	Fairfax Ave. &	AM	1.063	F	1.065	F	0.002
	Beverly Blvd.	PM	1.081	F	1.083	F	0.002
2.	Crescent Heights Blvd. &	AM	0.792	C	0.793	C	0.001
	3rd St.	PM	0.745	C	0.745	C	0.000
3.	Fairfax Ave. &	AM	1.005	F	1.008	F	0.003
	3rd St.	PM	1.058	F	1.058	F	0.000
4.	Cochran Ave. &	AM	0.730	C	0.731	C	0.001
	3rd St.	PM	0.886	D	0.886	D	0.000
5.	La Brea Ave. &	AM	0.892	D	0.892	D	0.000
	3rd St.	PM	1.043	F	1.044	F	0.001
6.	Fairfax Ave. &	AM	0.723	C	0.725	C	0.002
	Colgate Ave.	PM	0.614	B	0.614	B	0.000
7.	Crescent Heights Blvd. &	AM	0.779	C	0.782	C	0.003
	6th St.	PM	0.860	D	0.864	D	0.004
8.	Fairfax Ave. &	AM	1.091	F	1.097	F	0.006
	6th St.	PM	1.090	F	1.166	F	0.076*
		SAT	0.819	D	0.878	D	0.059*
9.	Ogden Dr. &	AM	0.640	B	0.545	A	-0.095
	6th St.	PM	0.577	A	0.559	A	-0.018
		SAT	0.320	A	0.269	A	-0.051
10.	Curson Ave. &	AM	0.673	B	0.673	B	0.000
	6th St.	PM	0.761	C	0.815	D	0.054*
		SAT	0.385	A	0.405	A	0.020
11.	Masselin Ave. &	AM	1.015	F	1.014	F	-0.001

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	Impact
	6th St.	PM	0.781	C	0.800	C	0.019
12.	Burnside Ave. &	AM	0.701	C	0.707	C	0.006
	6th St.	PM	0.686	B	0.727	C	0.041*
13.	Cochran Ave. &	AM	0.847	D	0.862	D	0.015
	6th St.	PM	1.003	F	0.998	E	-0.005
14.	La Brea Ave. &	AM	0.838	D	0.840	D	0.002
	6th St.	PM	0.989	E	0.995	E	0.006
15.	La Cienega Blvd. &	AM	1.004	F	1.004	F	0.000
	Wilshire Blvd.	PM	1.125	F	1.125	F	0.000
16.	San Vicente Blvd. &	AM	0.816	D	0.816	D	0.000
	Wilshire Blvd.	PM	1.041	F	1.041	F	0.000
17.	Crescent Heights Blvd./McCarthy Vista &	AM	0.837	D	0.839	D	0.002
	Wilshire Blvd.	PM	0.780	C	0.781	C	0.001
18.	Fairfax Ave. &	AM	1.201	F	1.171	F	-0.030
	Wilshire Blvd.	PM	0.966	E	0.958	E	-0.008
		SAT	0.872	D	0.882	D	0.010
19.	Ogden Dr. &	AM	0.403	A	0.352	A	-0.051
	Wilshire Blvd.	PM	0.476	A	0.400	A	-0.076
		SAT	0.343	A	0.253	A	-0.090
20.	Spaulding Ave. &	AM	0.379	A	0.396	A	0.017
	Wilshire Blvd.	PM	0.393	A	0.385	A	-0.008
		SAT	0.242	A	0.249	A	0.007
21.	Curson Ave. &	AM	0.590	A	0.605	B	0.015
	Wilshire Blvd.	PM	0.610	B	0.642	B	0.032
		SAT	0.397	A	0.437	A	0.040
22.	Masselin Ave. &	AM	0.582	A	0.611	B	0.029
	Wilshire Blvd.	PM	0.546	A	0.541	A	-0.005
23.	Hauser Blvd. &	AM	0.863	D	0.943	E	0.080*
	Wilshire Blvd.	PM	0.753	C	0.737	C	-0.016
24.	Cochran Ave. &	AM	0.594	A	0.625	B	0.031
	Wilshire Blvd.	PM	0.637	B	0.639	B	0.002
25.	La Brea Ave. &	AM	1.037	F	1.038	F	0.001
	Wilshire Blvd.	PM	0.945	E	0.945	E	0.000
26.	McCarthy Vista/Carrillo Dr. &	AM	0.950	E	0.951	E	0.001
	San Vicente Blvd.	PM	1.009	F	1.011	F	0.002
27.	Fairfax Ave. &	AM	0.551	A	0.554	A	0.003

Table B-6 (Continued)

CRITICAL MOVEMENT ANALYSIS AND LEVEL OF SERVICE SUMMARY

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	Impact
	8th St.	PM	0.671	B	0.673	B	0.002
28.	Ogden Dr. &	AM	0.699	B	0.700	B	0.001
	8th St.	PM	0.625	B	0.626	B	0.001
29.	Carrillo Dr./Crescent Heights Bl. &	AM	0.917	E	0.919	E	0.002
	Olympic Blvd.	PM	0.855	D	0.856	D	0.001
30.	Fairfax Ave. &	AM	0.717	C	0.717	C	0.000
	San Vicente Blvd.	PM	0.766	C	0.767	C	0.001
31.	Fairfax Ave. &	AM	1.228	F	1.229	F	0.001
	Olympic Blvd.	PM	1.194	F	1.195	F	0.001
32.	San Vicente Blvd. &	AM	0.788	C	0.788	C	0.000
	Olympic Blvd.	PM	0.821	D	0.821	D	0.000
33.	Spaulding Ave. &	AM	0.384	A	0.384	A	0.000
	Olympic Blvd.	PM	0.374	A	0.374	A	0.000
34.	Curson Ave. &	AM	0.635	B	0.636	B	0.001
	Olympic Blvd.	PM	0.651	B	0.654	B	0.003
35.	Masselin Ave. &	AM	0.656	B	0.656	B	0.000
	Olympic Blvd.	PM	0.889	D	0.889	D	0.000
36.	Cochran Ave. &	AM	0.721	C	0.721	C	0.000
	Olympic Blvd.	PM	0.699	B	0.699	B	0.000

*An * indicates a significant impact (LADOT Revised Scale).*

Source: Crain and Associates, June 2004

- Adaptive Traffic Control System (ATCS) –The project shall construct a proportiante share of the Mid-City state-of-the-art traffic signal system, known as ATCS, at the ten locations listed below. The project shall design and construct ATCS detector loops in the ATCS subsystem at the ten intersections listed below. This subsystem is loosely bounded by Beverly Boulevard, San Vicente Boulevard, Wilshire Boulevard, La Cienega Boulevard and LaBrea Avenue.

  1) Beverly Boulevard and Poinsettiea Place
  2) Beverly Boulevard and Sweetzer Avenue
  3) San Vicente Boulevard and Orlando Avenue
  4) Wilshire Boulevard and Crescent Heights Boulevard
  5) Fairfax Avenue and Drexel Avenue
  6) 3rd Street and Martel Avenue
  7) 3rd Street and Sweetzer Avenue
  8) 6th Street and Burnside Avenue

9) 6th Street and Crescent Heights Boulevard
10) Crescent Heights Boulevard and Drexel Avenue

While these intersections are not significantly impacted by the project the implementation of ATCS at these intersections creates an area-wide increase in capacity which reduces the impacts at the significantly impacted intersections.

In addition the project will fund a proportionate share of the ATCS software integration cost to reduce impacts to a level of insignificance. A cash depost of $15,000 shall be made to LADOT for the ATCS subsystem software integration cost.

Hauser Boulevard and Wilshire Boulevard

Widen the east side of Hauser Boulevard from Wilshire Boulevard to approximately 290 feet north, and provide tapered widenings along the west side of Hauser Boulevard, both north and south of Wilshire Boulevard to provide a southbound right-through shared lane, a through lane and a left-turn lane. In the northbound direction the existing lane configuration of a right-turn-only lane, a through lane, and a left-turn lane will be retained.

To implement these improvements, four parking spaces will be eliminated along Hauser Boulevard north of Wilshire Boulevard.

Curson Avenue and Sixth Street

Restripe the north and south leg of Curson Avenue to provide a left-turn lane and one shared through-right turn lane in eacj direction

No widening will be required to implement this improvement and no parking will be lost.

Sixth Street and Fairfax Avenue

Widen both the north and south side of 6th Street west of Fairfax Avenue and restripe to provide a left-through shared lane and a right-through shared lane in the eastbound direction. Widen 6th Street on the south side east of Fairfax Avenue and restripe the east leg of 6th Street at Fairfax Avenue to provide a right-through shared lane, a through lane and a left-turn only lane in the westbound direction. Also, widen the east curb of Fairfax Avenue south of 6th Street to provide a right-turn only lane in the northbound direction. A gain of 4 parking spaces is anticpated

As stated above, with implementation of the mitigation measures, traffic impacts to the local street system would be mitigated to a level that is less than significant.

In addition to the noted required mitigation measures the project may volunteer to implement the following improvement to provide for additional capacity in the vicinity of the project. This improvement is voluntary only and is not required mitigation as it does not contribute to the reduction of any significant traffic impacts identified.

Fairfax Avenue and Olympic Boulevard, Fairfax Avenue and San Vicente Boulevard

Widen the east side of Fairfax Avenue from south of Olympic Boulevard to north of San Vicente Boulevard to provide a right-turn only lane, two through lanes and a left-turn only lane in the southbound direction north of San Vicente Boulevard.

To implement these improvements, nine on-street parking spaces will be removed along the commercial frontages along Fairfax Avenue, both north and south of Olympic Boulevard.

b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The Metropolitan Transportation Authority (MTA) administers the Congestion Management Plan (CMP), a state-mandated program designed to address the impact urban congestion has on local communities and the region as a whole. The CMP guidelines specify that those freeway segments where a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of all designated CMP roadway intersections where a project could add 50 or more trips during either peak hour. As discussed in the Traffic Analysis provided in Appendix C, the project would generate fewer than 150 net new peak hour trips along nearby freeway segments and less than 50 net new peak hour trips at the closest CMP monitoring intersections located at Wilshire Boulevard/La Brea Avenue (one of the study intersections), less than one mile east of the project site, and Wilshire Boulevard/Beverly Glen Boulevard, more than two miles west of the project site.

Therefore, the proposed project would not exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. Impacts would be less than significant and no mitigation measures would be required.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The site is not located within an airport land use plan or within two miles of an airport or private airstrip. Additionally, the proposed project does not propose any uses that

would change air traffic patterns or generate air traffic. As such, safety risks associated with a change in air traffic patterns would not occur, and no mitigation measures would be necessary.

d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. There are no existing hazardous design features such as sharp curves or dangerous intersections on-site or within the project vicinity, and project implementation would not create hazards relative to design features. Final design of vehicular access to the site from the vacated portion of Ogden Drive would be reviewed by LADOT. In addition, the project area currently consists of commercial, institutional, office, and residential uses, and the proposed project would be compatible with these existing uses. As such, implementation of the proposed project would not create or increase hazards relative to a design feature or incompatible uses, and no mitigation measures would be necessary.

e. Result in inadequate emergency access?

Less Than Significant Impact. Although project implementation would involve the vacation of Ogden Drive between Wilshire Boulevard and West 6th Street, the closure of Ogden Drive would be designed so as to allow for emergency vehicle access south of West 6th Street down the proposed truck ramp to the Central Plant and loading dock area as well as via the proposed pedestrian walkway from West 6th Street should an emergency situation require northerly access to the Museum Entrance. Construction activities would be confined the project site and staging and laydown areas would be located on the north lawn of the LACMA West property at South Fairfax Avenue and West 6th Street. No other roadway improvements or modifications with the potential to affect emergency response would occur in conjunction with the project. As such, the project is not expected to result in inadequate emergency access, and no mitigation measures would be necessary.

f. Result in inadequate parking capacity?

No Impact. Despite an increase in total floor area and an increase in daily vehicular trips, LACMA attendance levels will continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day, following project implementation. As such, project development would not affect the City's parking requirements at LACMA. Parking for the project would continue to be provided in the existing 1,200-space parking structure on the West Campus or the already approved subterranean structure proposed to replace this existing above grade structure.[56] Additional parking is also available in an existing public parking lot located on the south side of Wilshire Boulevard at Spaulding Avenue that contains approximately 300 spaces, as well as at parking meters along Wilshire Boulevard. During construction, parking for

[56] *As part of separate, previously entitled development, LACMA plans to convert the existing three-level parking structure at the West Campus to a subterranean garage. For purposes of this analysis, the proposal is considered a related project. Due to increased efficiency, the new subterranean garage would have 1,000 spaces to serve LACMA visitors and staff.*

construction workers would be in the LACMA-owned lot at Wilshire Boulevard and South Spaulding Avenue, across Wilshire from the LACMA campus. In addition, sufficient parking for visitors would continue to be available during construction within existing LACMA parking facilities, at the adjacent Paige Museum, and/or within open lawn areas of the campus or through short-term lease agreements with nearby facilities that have a surplus of parking, if necessary. Consequently, implementation of the proposed project would result in adequate parking capacity, and no mitigation measures would be necessary.

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The project would be constructed and operated in compliance with adopted policies, plans, and programs supporting alternative transportation. An extensive system of bus routes serves the project area, and in light of the location of the proposed project within a busy commercial corridor, numerous opportunities exist for the use of public transit and other alternative transportation modes by museum visitors and employees. Eight MTA bus routes and one LADOT DASH bus line currently serve the area near the project site. Nearby existing bus stops located along Wilshire Boulevard and Fairfax Avenue would not be disturbed by the proposed project. Please refer to Response IX.b. for additional discussion of project consistency with relevant plans and programs. The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. No impacts would occur and no mitigation measures would be necessary.

XVI. UTILITIES. *Would the project:*

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The City of Los Angeles Department of Public Works provides wastewater services for the project site. Currently, wastewater from the site discharges into an 8-inch sanitary sewer line in Ogden Drive and is conveyed to the Hyperion Treatment Plant. The Hyperion Treatment Plant is designed to treat 450 million gallons per day (mgd), with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060.

Despite the increase in total floor area associated with the project, attendance levels will continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day, as under existing conditions. Nonetheless, a limited increase in visitors is assumed in order to present a conservative analysis. As such, a limited increase in average daily wastewater generation is expected, but constraints on the capacity of the existing local wastewater system would not result. As part of the project, the existing 8-inch sewer line in Ogden Drive would be relocated to the east side of the vacated right-of-way in order to accommodate the subterranean Central Plant and loading dock facility. Additionally, an existing 8-inch abandoned sewer line in Ogden Drive would be removed. Construction of the proposed project would include all necessary on- and off-site sewer pipe improvements and connections in order to adequately

connect to the City's sewer system. Improvements would be planned and undertaken in a manner to avoid disruption of service to on-site buildings and off-site properties. Any project-related increase in wastewater generation would represent a small fraction of the permitted annual flow increase for the Hyperion Treatment Plant. Furthermore, implementation of water conservation measures, such as those required by Titles 20 and 24 of the California Administrative Code, would ultimately reduce wastewater flows as well. Therefore, the proposed project would not be expected to exceed the wastewater treatment requirements. Impacts would be less than significant, and no mitigation measures would be necessary.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project would result in limited increased water demand and wastewater generation. As discussed in Responses XVI.a. and XVI.d., existing water and wastewater facilities are adequate to accommodate the demand generated by the project. The existing sewer line in Ogden Drive would be relocated to the east side of the vacated right-of-way in order to accommodate the subterranean Central Plant and loading dock facility, and project construction would include all necessary on- and off-site water and sewer line improvements and connections in order to adequately connect to the City's systems. Improvements would be planned and undertaken in a manner to avoid disruption of service to on-site buildings and off-site properties, and all improvements would meet applicable City standards and requirements. In addition, the Conditions of Approval specified in Attachment A, Project Description, would be met as part of the project and would include the removal, relocation, and/or abandonment of affected facilities or the provision of easements or rights for the protection of affected facilities to remain in place. The project would not require the construction of new water or wastewater treatment facilities. Impacts would be less than significant, and no mitigation measures would be necessary.

c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. As discussed previously in Response VIII.e., stormwater runoff from Ogden Drive and the west side of Hancock Park currently flows to catch basins in Ogden Drive that connect to an 87-inch County storm drain. The 87-inch County line is a main tributary of the storm drain system within the surrounding area. The location of the proposed mechanical/art transport tunnel conflicts with the elevation of the 87-inch storm drain. Based on recent discussions with the County, it is anticipated that this storm drain would be rerouted to the east of the existing Ogden Drive right-of-way and west of the Ahmanson Building. . Additionally, with the vacation of Ogden Drive and development within its right-of-way, new drainage improvements would be constructed on-site to accommodate anticipated stormwater flows. Specifically, project runoff flows would be routed through new drainage piping into the subterranean storm drainage system and new catch basins would be constructed. Improvements would be planned and undertaken in a manner to avoid disruption of service to

on-site buildings and off-site properties, and all improvements would meet applicable County standards and requirements. As required, the project would also be designed to detain the first 0.75-inch of runoff or provide treatment to remove debris, hydrocarbons, and other pollutants. The Conditions of Approval specified in Attachment A, Project Description, would also be met as part of the project and would include the relocation or abandonment of the existing storm drain facilities located within the area to be vacated

In addition, a permanent foundation dewatering system with tar filtration/collection/ disposal would be implemented on-site, as recommended by Methane Specialists.[57] Groundwater from a sub-slab de-watering system would be discharged to the local storm drain system in compliance with NPDES permit requirements. The wastewater may require pretreatment if tar is found to be present.

In summary, the proposed project is not expected to require or result in the construction of new stormwater drainage facilities or expansion of existing facilities in a manner that would result in significant environmental effects. No mitigation measures would be necessary. Refer to Section VIII, Hydrology and Water Quality, for further discussion of drainage.

d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?

Less Than Significant Impact. Water supply would continue to be provided to the project site by the City of Los Angeles Department of Water and Power (DWP). A 6-inch service main provides water to LACMA's East Campus from a connection at Wilshire Boulevard and Ogden Drive.

Despite the increase in total floor area associated with the project, attendance levels will continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day, as under existing conditions. Nonetheless, a limited increase in visitors is assumed in order to present a conservative analysis. As such, a limited increase in average daily water demand is expected, but constraints on water supplies or the capacity of the local water system would not result. Additionally, compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would help to reduce projected water demand. Construction of the proposed project would include all necessary on- and off-site improvements and water line connections in order to adequately connect to the City's water system. No major relocation of water utilities would be necessary.

As an inconsequential increase in average daily water demand is expected, project-related water consumption would not adversely affect regional water supplies, which are considered by the City of Los Angeles to be adequate through the year 2010.[58] Because the proposed project

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[57] *Soil Gas Monitoring Probe Installation and Monitoring Report for Proposed Commercial Building at the Northwest Corner of the Intersection of Wilshire Blvd. and Ogden Dr., Los Angeles, California, Methane Specialists, November 11, 2003.*

[58] *Los Angeles Citywide General Plan Framework Draft EIR, January 1995.*

falls below any of the thresholds contained in recently enacted water supply legislation (specifically SB 610 and SB 221), those requirements relating to water supply and water planning would not be triggered. Moreover, DWP's most recent Urban Water Management Plan indicates that a sufficient water supply is expected to be available to serve projects such as that proposed. Therefore, sufficient water supplies would be available to serve the proposed project from existing entitlements and resources, and new or expanded entitlements would not be necessary. The water demand generated by the proposed project would not have a significant impact, and no mitigation measures would be necessary.

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The proposed project would be integrated into the City of Los Angeles wastewater treatment system. The increase in average daily wastewater generation is expected to be inconsequential. As described in Response XVI.a., the Hyperion Treatment Plant would have adequate capacity to serve the proposed project. Impacts would be less than significant, and no mitigation measures would be necessary.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Solid waste management services in the City of Los Angeles are provided by various public agencies and private companies. Solid waste generated on-site would continue to be collected and transported by a private contractor. Thus, collection and transport of project-related solid waste would have no impact on public services. Site-generated solid waste would be disposed of at one of several Class III landfills located within Los Angeles County. Based on the limited increase in visitors anticipated under the project, solid waste generation would not be expected to increase substantially. As such, the impact of the solid waste generated by the proposed project on the capacity of existing landfills in Los Angeles County would be less than significant, and no mitigation measures would be necessary.

The vacation of Ogden Drive would generate demolition debris. Demolition debris not recycled and re-used on-site could be accepted at one of several unclassified landfills within the Los Angeles County. In addition, soil export of approximately 35,000 cubic yards would be required. Since unclassified landfills in the County do not generally have capacity issues, inert landfills serving the site would have sufficient capacity to accommodate project construction solid waste disposal needs. As discussed previously in Response III.d., heavy tar deposits have been observed in the soil, and compliance with SCAQMD Rule 1166, *Volatile Organic Compound (VOC) Emissions from Decontamination of Soil* may be required during project-related excavation activities.[59] Requirements include, but are not limited to, developing a

[59] *Soil Gas Monitoring Probe Installation and Monitoring Report for Proposed Commercial Building at the Northwest Corner of the Intersection of Wilshire Blvd. and Ogden Dr., Los Angeles, California, Methane Specialists, November 11, 2003.*

mitigation plan prior to excavation and segregating VOC-contaminated stockpiles from non-VOC contaminated stockpiles. Any tar or tar-impacted soil will be transported off-site to a State licensed recycling or disposal facility in accordance with Federal, State, and local regulations. As such, impacts would be less than significant, and no mitigation measures would be required.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Solid waste management is guided by the California Integrated Waste Management Act of 1989, which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). The City of Los Angeles prepared a Solid Waste Management Policy Plan that was adopted by the City Council in 1994.

The proposed project would operate in accordance with the City's Solid Waste Management Policy Plan in addition to applicable Federal and State regulations associated with solid waste, as discussed above in Response XVI.f. Recycling collection facilities would be included on-site as part of the proposed project. Since the proposed project would comply with Federal, State, and local statutes and regulations related to solid waste, no impact would occur, and no mitigation measures would be necessary.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Unless Mitigation Incorporated. The preceding analysis does not reveal any significant unmitigable impacts to the environment. Based on these findings, the proposed project is not expected to degrade the quality of the environment. The project is located in a highly urbanized area known as the Miracle Mile. The approximately 20-acre LACMA Museum Campus consists of more than 715,200 square feet of floor area, with ornamental gardens and landscaping. The project site does not include substantial suitable habitat for candidate, sensitive, or special status species, and no oak trees or walnut woodlands that are protected by local policies or ordinances exist on the site. Trees, landscaping, and gardens removed to make way for the project would be replaced elsewhere on the site, and additional street trees would be introduced along Wilshire Boulevard in accordance with City requirements. The proposed project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or

restrict the range of a rare or endangered plant or animal. Therefore, impacts would be less than significant, and no mitigation measures would be necessary

As discussed above in Response V.a., none of the proposed improvements would come in contact with or physically affect any of the historic resources identified within the immediate project area. As such, project implementation would not eliminate important examples of the major periods of California history. As discussed above in Responses V.b. and V.c., implementation of recommended mitigation measures would ensure that impacts to archaeological and paleontological resources, if encountered, would be mitigated to a level that is less than significant. Therefore, although impacts could be potentially significant, the project would not eliminate important examples of the major periods of California prehistory with proper mitigation.

b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Unless Mitigation Incorporated. The Traffic and Circulation Analysis prepared for the project by Crain & Associates identified 67 ongoing projects and proposals under consideration that are located near the project site. The potential for cumulative impacts occurs when the proposed project in conjunction with one or more related projects would yield an impact that is greater than what would occur with the development of only the proposed project. In general, those developments located closest to the project site would have the greatest potential to result in cumulatively significant impacts. Such related projects include construction of the BCAM building and replacement of the three-story parking garage with a subterranean structure within the West Campus. Compliance with applicable regulations would preclude cumulative impacts for a number of environmental issues. Cumulative impacts are concluded to be less than significant for those issues for which it has been determined that the proposed project would have no impact. Environmental issues meeting this criterion include agricultural resources, biological resources, mineral resources, and population and housing.

Compliance with applicable Federal, State, County, and City regulations would preclude significant cumulative impacts with regard to geology and soils, hazards, land use and planning, and recreation. A discussion of potential cumulative impacts for the remaining environmental issues is provided below.

Aesthetics

Related development includes construction of the BCAM building and replacement of the three-story parking garage with a subterranean structure within the West Campus. The BCAM building would be sensitively designed as a state-of-the-art, high quality facility and, with its associated landscaping, would serve to connect and unify the LACMA West and the LACMA East Campus buildings. A sculpture garden would be introduced immediately north of BCAM to promote the park-like atmosphere of the Museum Campus. Furthermore, the new subterranean

parking garage would eliminate existing views of one of the less architecturally interesting structures on-site, opening up views of the Museum Campus and providing new views of the landscaping to be introduced. During construction of BCAM and the parking structure, necessary precautions would be taken to protect the historic character of the LACMA West building (discussed further below). In addition, scrims would be placed along the Wilshire Boulevard frontage within the West Campus, serving to unify and modernize the varied building architectures throughout the property. As such, cumulative impacts on scenic vistas, scenic resources, and visual character would be less than significant.

Interior and exterior lighting introduced with the BCAM building would be similar to existing lighting on-site as well as lighting proposed under the project. In addition, replacement of the West Campus three-story parking garage with a subterranean structure would eliminate an existing source of light and glare. Therefore, significant cumulative light and glare impacts would not occur.

Air Quality

There are no related projects in the immediate vicinity of the project site that have the potential to result in cumulative construction air quality impacts, with the exception of the previously entitled LACMA projects. Construction of the BCAM and subterranean parking structure may be concurrent with the proposed project and could result in an increase in localized emissions. As such, the heaviest period of potential concurrent construction was analyzed and compared to the SCAQMD localized significance thresholds. As shown in Table B-7 on page B-75, potential concurrent construction activity would not result in a cumulative impact.

With regard to air quality and project operations, and as indicated in Response No. III.c, although the project site is located in a region that is in non-attainment for ozone and PM_{10}, the emissions associated with the project would not be cumulatively considerable as the emissions would fall below SCAQMD daily significance thresholds. In addition, the project would be consistent with the AQMP (discussed earlier in Response No. III.a.), which is intended to bring the Basin into attainment for all criteria pollutants.

Table B-7

CONSERVATIVE ESTIMATE OF UNMITIGATED EMISSIONS DURING CONSTRUCTION (pounds/day)

	ROC	NO_X	CO	SO_X	PM_{10} [a]
Site Preparation [b]					
Worst-case On-site Total	21	147	164	--	29
Localized Significance Threshold [b]	--	238	1,071	--	50
Over/(Under)	--	(91)	(907)	--	(21)
Exceed Threshold?	n/a	No	No	n/a	No

[a] *PM_{10} emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.*

[b] *The site preparation phase would result in maximum concurrent emissions.*

[c] *The proposed project site is located in SCAQMD Source Receptor Area (SRA) No. 1. The project was analyzed as a five-acre site with a receptor distance of 50 meters.*

Source: PCR Services Corporation, 2004. Construction emission calculation worksheets are included in the Air Quality Appendix.

Cultural Resources

Cumulative development at LACMA would occur adjacent to the former May Company department store building. Such improvements would comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer, 1995), as set forth in the Development Agreement for Parcel D (LACMA's West Campus). Therefore, implementation would not cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5. Cumulative impacts would also be less than significant, and mitigation measures would not be required.

Cumulative development at LACMA would have the potential to affect the significance of archaeological resources pursuant to CEQA, directly or indirectly affect a unique paleontological resource, and/or disturb human remains, due to the depth of excavation required for the new subterranean parking structure, the proximity of known archaeological sites, the known occurrence of fossils in the area, the demonstrated fossil potential of the underlying sediments, and previous discovery of human remains near the project site. However, mitigation measures similar to those prescribed for the project (refer to Responses V.b., V.c., and V.d.) would be implemented as part of the related projects. For example, LACMA's Development Agreement of 1993 provides for comparable mitigation to address potential impacts to archaeological and paleontological resources resulting from development elsewhere within the Museum Campus. Therefore, similar to the proposed project, potentially cumulative impacts to archaeological and paleontological resources and human remains would be mitigated to a level that is less than significant.

Hydrology and Water Quality

Surface runoff from the West Campus and the existing parking structure currently flows to Ogden Drive. New drainage facilities would be introduced as part of BCAM and the

subterranean garage. Specifically, drainage for the subterranean parking structure would be routed via new drainage piping into the existing subterranean storm drainage system and new catch basins would be provided. Similar to the project, such development would comply with City and County grading permit requirements, would implement necessary BMPs, and would comply with the City's SUSMP requirements. Pervious surfaces within the West Campus would not increase despite the replacement of an open, grassy area with the BCAM building, due to replacement of the existing above ground parking structure with a subterranean garage and introduction of a new grassy landscaped area on the ground level. Consequently, surface water runoff quantities would not be expected to increase. Additionally, operations would generate surface water pollution constituents that are generally similar to existing conditions, and required water quality control measures would be implemented. Furthermore, the potential for erosion or siltation would be minimal due to the flat topography, absence of water features, and compliance with SUSMP requirements. In summary, the related projects would not violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge, substantially alter existing drainage patterns, result in flooding on- or off-site, impede or redirect flood flows, contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. Cumulative impacts would be less than significant.

Noise

There are no related projects in the immediate vicinity of the project site that have the potential to result in cumulative construction noise impacts, with the exception of the previously entitled LACMA projects. Construction of the BCAM and subterranean parking structure may be concurrent with the proposed project and thus cumulative construction noise levels would likely exceed ambient noise levels by 5 dBA or more at nearby residences. In some instances, cumulative construction noise would exceed 75 dBA at adjacent residences, representing an increase greater than 5 dBA over ambient noise levels.[60] However, these noise levels would be 1) intermittent; 2) temporary and would cease at the end of the construction phase; and 3) comply with time restrictions and other relevant provisions in the City of Los Angeles Noise Ordinance. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual project and compliance with locally adopted and enforced noise ordinances. Based on the above and in accordance with Section 112.05 of the City of Los Angeles Municipal Code, cumulative construction noise impacts are considered less than significant.

From an operational standpoint, each of the identified related projects within the general project vicinity would generate stationary-source and mobile-source noise due to ongoing day-

[60] *Section 112.05 of the Los Angeles Municipal Code specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery within 500 feet of a residential zone shall be prohibited. However, the noise limitation shall not apply where compliance is technically infeasible. Technically infeasible shall mean that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.*

to-day operations. The related projects are of a residential, retail, commercial, or institutional nature and these uses are not typically associated with excessive exterior noise; however, each project would produce traffic volumes that are capable of contributing to roadway noise. As discussed previously, traffic volumes from the proposed project and related projects, combined with ambient growth traffic, would result in a maximum roadway noise increase of 1.0 dBA CNEL, which is well below the more conservative 3 dBA significance threshold. As such, roadway noise impacts due to cumulative traffic volumes would be less than significant. In addition, a related project would replace the existing above-ground, multi-story parking structure with subterranean parking structure including a park on the surface level. Cumulative operational noise generated on the project site would be less in the future as traffic movement associated with vehicle parking would be underground.

Due to Los Angeles Municipal Code provisions that limit stationary-source noise from items such as roof-top mechanical equipment and emergency generators, noise levels would be less than significant at the property line for each related project. It is unlikely that on-site noise produced by any related project would be additive to project-related noise levels. As such, stationary-source noise impacts attributable to cumulative development would be less than significant.

Public Services

Following the opening of BCAM and associated site-wide improvements, although an increase in visitors may occur, attendance levels would continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day. The existing average daily staff level of approximately 375 persons would increase by less than 10 percent over the course of five years. As such, the related projects at LACMA would not substantially increase the demand for fire or police protection services in the area. Development would comply with all applicable provisions of the City's Fire and Building Codes and on-site security measures would be implemented, similar to existing conditions. Construction and staging would be confined to the site and, therefore, would not interfere with emergency access to surrounding properties. Consequently, cumulative impacts to fire and police services would be less than significant.

Since the related improvements at LACMA would not include new residential units, a noticeable increase in the demand for parks or recreational facilities in the area also would not occur. Museum visitors and staff would be expected to continue to utilize existing outdoor facilities at LACMA, in addition to new landscaped and hardscaped areas established on-site. Therefore, cumulative impacts to parks and recreational facilities would be less than significant.

Transportation/Circulation

In order to provide a conservative estimate of future traffic conditions, the Traffic and Circulation Analysis (see Appendix C) also addressed traffic generation from the separately proposed and previously entitled BCAM building at LACMA West. The proposed project in conjunction with completion of the BCAM building would generate a total cumulative increase of approximately 1,443 daily trips, with 135 A.M. peak hour trips, 171 P.M. peak hour trips, and

292 Saturday mid-day peak period trips. With the inclusion of the previously entitled BCAM building, the four intersections significantly impacted by the project (Wilshire Boulevard/Hauser Boulevard, Curson Avenue/West 6th Street, Burnside Avenue/West 6th Street, and Fairfax Avenue/West 6th Street) would remain significantly impacted, with one additional significantly impacted intersection (La Brea Avenue/West 6th Street) during the P.M. peak hour. However, through implementation of the recommended access and circulation improvements, all the impacted intersections would be mitigated to a level that is less than significant.

Utilities

Following the opening of BCAM and associated site-wide improvements, although an increase in visitors may occur, attendance levels would continue to range from 750,000 to 1.4 million visitors per year, or 2,400 to 5,000 visitors per day. The existing average daily staff level of approximately 375 persons would increase by less than 10 percent over the course of five years. As such, substantial increases in water demand, wastewater generation, and solid waste generation would not be expected. Furthermore, implementation of water conservation measures, such as those required by Titles 20 and 24 of the California Administrative Code, would serve to reduce water demand and wastewater flows. Construction would include all necessary on- and off-site improvements and connections in order to adequately connect to the City's utility systems, and improvements would be planned and undertaken in a manner to avoid disruption of service to on-site buildings and off-site properties. As discussed above, new drainage facilities would be introduced as part of BCAM and the subterranean garage. With proper compliance with applicable permit and other City and County requirements, the related projects would not exceed wastewater treatment requirements; result in significant environmental effects associated with the construction of new water, wastewater treatment, or stormwater drainage facilities or expansion of existing facilities; exceed available water supplies; exceed the capacity of existing or planned stormwater drainage systems or wastewater treatment facilities; or exceed landfill capacities. Cumulative impacts would be less than significant.

c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. Based on the documentation provided above, implementation of the proposed project would not cause environmental effects that cause direct or indirect substantial adverse effects on human beings.

ATTACHMENT B

APPROVAL OF LACMA FUNDING AND EASEMENT AGREEMENT AND RELATED ACTIONS

ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION

See Attached

ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION FOR THE LACMA IMPROVEMENT PROJECT (OGDEN DRIVE VACATION)

1. INTRODUCTION/BACKGROUND

Early in 2003, the Los Angeles County Museum of Art (LACMA)/Museum Associates submitted an application to the City of Los Angeles requesting the vacation of Ogden Drive between Wilshire Boulevard and West 6th Street, and supporting documentation for the development of a new Museum Entrance and associated access and mechanical infrastructure improvements within the vacated Ogden Drive right-of-way, collectively referred to as the LACMA Improvement Project (proposed project).[1] The environmental consequences of this proposal were evaluated in the Initial Study for Ogden Drive Vacation (LACMA Improvement Project), Council File No. 03-1917 (VAC - E1400870), and a Mitigated Negative Declaration (MND) was subsequently adopted by the City on July 8, 2005.[2] Only portions of the LACMA Improvement Project were proposed to be located within the vacated right-of-way within the jurisdiction of the City of Los Angeles, with the remaining portions of the improvements located east of Ogden Drive within the County of Los Angeles-owned Hancock Park (also referred to as the LACMA East Campus). While the improvements proposed within the LACMA East Campus did not require City approvals, the portions of the improvements located within the County property and other related tenant improvements within LACMA East were nonetheless evaluated in the Initial Study in order to provide for a cohesive and conservative analysis of potential environmental impacts. The analyses contained within the Initial Study are incorporated herein by reference.

The LACMA Improvement Project is now underway, and project plans have been refined in consultation with various public agencies. As a result of the more detailed design work, the proposed fire access drive from West 6th Street has been modified, as illustrated in Figure 1 on page 2. The new alignment for the fire lane, located within the County property, would meet City and County Fire Department requirements and would also accommodate Museum deliveries. In designing the new alignment, additional field studies were undertaken, including

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[1] *Museum Associates is a private non-profit corporation doing business as (DBA) Los Angeles County Museum of Art. For ease of reference, the Applicant is referred to as LACMA throughout this document.*

[2] *Initial Study for Ogden Drive Vacation (LACMA Improvement Project), City of Los Angeles Department of Public Works, Bureau of Engineering, March 2005.*

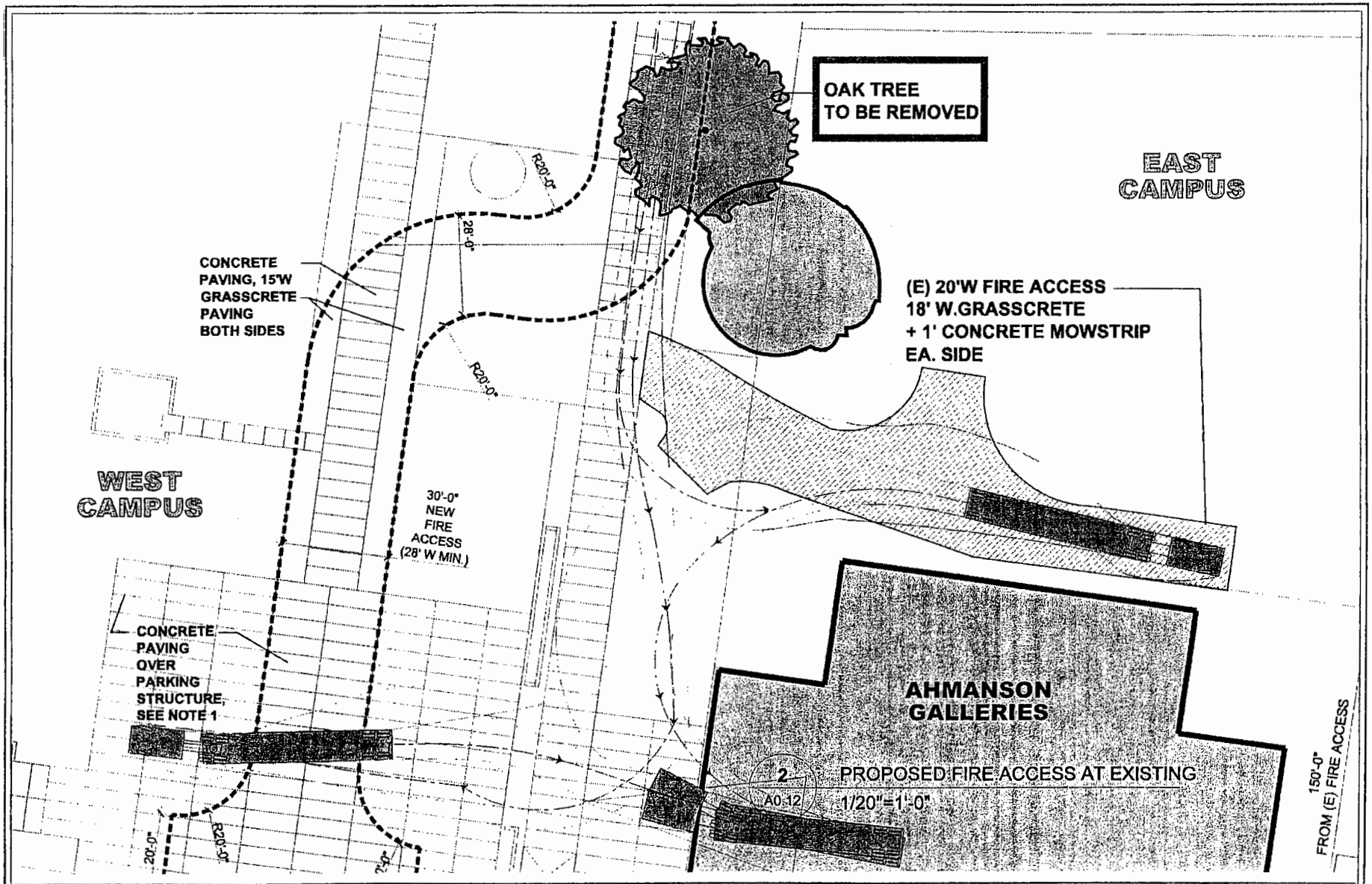

Figure 1
Location of Oak Tree to be Removed

Source: Gensler, 2005

an oak tree survey, which determined the presence of one oak tree on-site whose removal would be necessary as part of the project.[3]

This document is an Addendum to the MND and addresses the realignment of the proposed fire access drive from West 6th Street, including the associated removal and replacement of the oak tree to be affected by project construction activities. Section 15164 of the CEQA Guidelines provides that an addendum to a previously adopted MND be prepared if minor changes or additions are necessary and none of the conditions in Section 15162 of the Guidelines requiring preparation of a Subsequent MND have occurred. Section 15162 of the CEQA Guidelines requires a Subsequent MND when an MND has already been adopted and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous negative declaration,

    b. Significant effects previously examined will be substantially more severe than shown in the previous negative declaration,

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous negative declaration would substantially reduce one or

[3] *Refer to the Oak Report Prepared for Los Angeles County Museum of Art, prepared by Robert Hansen, May 5, 2005, provided as Appendix A to this document.*

more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The purpose of this Addendum is to evaluate the environmental impacts associated with the modified fire access drive as it relates to biological resources. All other project elements and associated impacts would be similar to those previously analyzed in the Initial Study. Based on the above guidance, a Subsequent MND is not required since the project, with the proposed modified fire access, would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects, nor are new alternatives proposed. Furthermore, the mitigation measures proposed below were not previously considered infeasible and would not have an effect on any significant project impacts previously identified in the Initial Study. As demonstrated by the analyses herein, the modified fire access improvements do not meet the requirements for preparation of a Subsequent MND pursuant to Section 15162 of the CEQA Guidelines. Rather, all of the impacts associated with project are within the envelope of impacts addressed in the previously adopted MND.

2. PROJECT DESCRIPTION

As described in the Initial Study, the proposed project includes the vacation of Ogden Drive between Wilshire Boulevard and West 6th Street, and the development of a new Museum Entrance and associated access and mechanical infrastructure improvements. The new Museum Entrance would consist of a pavilion, with outdoor covered entrance areas, outdoor piazzas and landscaping/hardscape features and walkways. A portion of the Museum Entrance would be located within the vacated Ogden Drive right-of-way, with the remainder of the facility located within the LACMA East Campus on County property. Similar to the description provided in the Initial Study, truck access would be provided from West 6th Street to the north. However, a modification now proposed to the project previously analyzed is the realignment of the driveway that would function as the truck entry/exit driveway, which would also be used for fire access, as shown in Figure 1. As mentioned above, this realignment resulted from more detailed design work in consultation with various public agencies. This new alignment, which would be located within County property, would meet Fire Department requirements and would also accommodate museum deliveries. As discussed in the Initial Study, additional improvements within the East Campus would continue to include rehabilitation of the Ahmanson Atrium, connective circulation improvements to the plaza level, improvements to stairways and elevators, and renovation of the area in the vicinity of the existing loading dock.

3. ANALYSIS OF PROJECT IMPACTS

Based on review of the site plans and existing physical conditions at the site, realignment of the fire access driveway would not require more grading or construction activities or result in a substantial increase in the amount of impervious surfaces on-site when compared with the

project with the previously proposed driveway. In addition, the change in the location of the fire access driveway would not affect proposed operations relative to any sensitive uses in the project area. Furthermore, the realignment would not affect the demand for public services or utilities within the project site. Thus, with the realigned driveway, the environmental impacts of the project regarding air quality, cultural resources, geology and soils, hazards, hydrology, water quality, land use, mineral resources, noise, population/housing, public services, traffic and utilities would be similar to those identified within the MND. Thus, when compared with the project described in the MND, the project with the realigned driveway would not result in a new significant impact or a substantial increase in the severity of a significant impact in any of these issue areas. The realignment of the access driveway to the east would also not change any conclusions regarding aesthetics impacts. As there are no agricultural resources on-site, the conclusion of no impacts to such resources within the MND would remain with the new fire access driveway realignment. Thus, as with the other environmental issues above, the project with the realigned driveway would not result in a new significant impact or a substantial increase in the severity of a significant impact with regard to aesthetics or agricultural resources.

Additional field studies conducted for the new fire access alignment revealed information pertinent to the analysis of project impacts on biological resources presented in the Initial Study. Question IV.e. of the City of Los Angeles Initial Study Checklist pertains to project consistency with local policies and ordinances protecting biological resources, such as a tree preservation policy or ordinance. As determined in the Initial Study, project impacts would be less than significant.

An oak tree survey was undertaken on the project site in May 2005 and determined the presence of one Coast Live Oak (*Quercus agrifolia)* tree whose removal would be necessary to accommodate the modified driveway. The results of this survey are included in the Oak Tree Report, provided in Appendix A. As shown in Figure 1, the oak tree to be affected is located within the County portion of the LACMA site, and based on its declining physical condition it is not recommended for relocation. As such, an oak tree permit would be obtained and the tree would be removed and replaced, in accordance with the County's Oak Tree Ordinance, set forth in County Code Section 22.56.2050 et seq. Additional oak trees exist on the County property well beyond the limits of project construction and would not be affected by project implementation. Please refer to Question IV.e. of the Initial Study for a discussion of impacts associated with the removal and replacement of other trees and street trees on-site. With compliance with all relevant provisions of the Oak Tree Ordinance, compliance with the recommendations provided in the Oak Tree Report, and implementation of the mitigation measures detailed below, the project would not conflict with any local policies or ordinances protecting biological resources. Thus, the project with the realigned driveway would not result in a new significant impact or a substantial increase in the severity of a significant impact with regard to biological resources.

The following mitigation measures are recommended to ensure that the on-site oak tree to be removed is replaced and replacement trees are properly maintained, in compliance with the County's Oak Tree Ordinance, set forth in County Code Section 22.56.2050 et seq.

Mitigation Measures

- The oak tree to be removed from the project site for construction purposes shall be replaced on a 2:1 basis with 15-gallon size Coast Live Oak trees that measure at least one inch in diameter one foot above the base. If feasible, the replacement trees shall be located in the same general area as the original tree to be removed.

- Where feasible, the replacement oak trees shall consist exclusively of indigenous oak trees and be certified as being grown from a seed source collected in Los Angeles or Ventura Counties.

- The replacement oak trees shall be properly installed in accordance with industry standards. The planting of replacement trees shall be supervised in the field by a Certified Arborist or other person who, in the opinion of the County Forester and Fire Warden, has expertise in the planting, care, and maintenance of oak trees.

- The replacement oak trees shall be properly cared for and maintained for a period of two years and shall be replaced by the project Applicant in the event of tree mortality within that timeframe.

In addition to the mitigation measures above, the project would follow the recommendations presented in the Oak Report relative to oak tree care and maintenance, including provisions for pruning, watering, mulching, and fertilizing.

The County's Oak Tree Ordinance also contains provisions for the protection of non-impacted oak trees on a property during and after project construction. Such measures typically include the fencing of trees on-site that fall outside of the development area in order to protect against accidental impacts during construction, such as those associated with machine storage. However, the Oak Report does not recommend the fencing of non-impacted oak trees located on the LACMA East Campus, since these trees are located well beyond the project construction limits, all construction staging would occur at LACMA West, and fencing could pose a hazard to museum guests visiting the campus grounds.

4. CONCLUSION

Based on the above analysis, impacts to biological resources resulting from project implementation with the new fire access alignment would be less than significant with mitigation. All other project elements and associated impacts would be similar to those previously analyzed in the Initial Study. Thus, all of the impacts associated with project would be within the envelope of impacts addressed in the previously adopted MND. No new significant impacts or a substantial increase in the severity of a significant impact would occur.

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RECORDER'S OFFICE
LOS ANGELES COUNTY
CALIFORNIA

12:21 PM DEC 02 2005

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FEE $ 46 YY
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C-20 14

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Assessor's Identification Number (AIN)
To be completed by Examiner OR Title Company in black ink.

Number of AIN's Shown

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NAME GABRIEL LOPEZ

MAILING ADDRESS 2500 BROADWAY SUITE 300

CITY, STATE ZIP CODE SANTA MONICA, CA 90404

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AFFIDAVIT OF ACCEPTANCE FORM

R428 6/94

Please complete this form and return to:

The Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012

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AFFIDAVIT OF ACCEPTANCE FORM

STATE OF CALIFORNIA }ss
COUNTY OF LOS ANGELES

Regarding: **PROJECT R2005-02288-(3)**
OAK TREE PERMIT CASE NO. T200500061
5905 WILSHIRE BLVD., LOS ANGELES

I/We the undersigned state:

I am/We are the owner: ATTACHED EXHIBIT A

Of the real property described in the above-numbered case.

I am/we are aware of, and accept, all the stated conditions in said.

Executed this TWENTY EIGHTH day of NOVEMBER, 2005

I/We certify (or declare) under the penalty of perjury that the foregoing is true and correct.
(Where the owner and permittee are not the same, both must sign.)

Type of Print

Applicant

Name MELANIE M CARTOR/GENSLER

Address 2500 BROADWAY, # 300

City, State SANTA MONICA, CA

Signature

CO. OF LA ~~PARKS & RECREATION~~

Owner:

Name ~~(PRESIDENT)~~ MUSEUM ASSOCIATES/LACMA DBA:

This signature must be acknowledged by a Notary public. Attach appropriate Acknowledgements.

Address 5905 WILSHIRE BLVD.

City, State LOS ANGELES, CA

Signature

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CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California)
) S.S.
County of Los Angeles)

On November 28, 2005, before me, Kathy Hanlon, Notary Public, personally appeared Donald Battjes

☒ personally known to me - OR -

☐ proved to me on the basis of satisfactory evidence

to be the person/~~s~~ whose name/~~s~~ is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity/~~ies~~, and that by his/~~her/their~~ signature/~~s~~ on the instrument the person/~~s~~, or the entity upon behalf of which the person/s acted, executed the instrument.

KATHY HANLON
Commission # 1411379
Notary Public - California
Los Angeles County
My Comm. Expires Apr 15, 2007

WITNESS my hand and official seal.

Kathy Hanlon
Kathy Hanlon, Notary Public

OPTIONAL

The data below is not required by law. It is provided for the benefit of persons relying on this document and to deter fraudulent re-use of this certificate.

CAPACITY CLAIMED BY SIGNER

☐ Individual

☐ Corporate Officer(s)

Title(s): Chief of Operations

Entity: Museum Associates

Title of Document: Oak Tree Permit - Affidavit of Acceptance

Number of Pages: 1 Date of Document: 11-28-05

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CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California)
) S.S.
County of Los Angeles)

On November 28, 2005, before me, Kathy Hanlon, Notary Public, personally appeared Melanie McArthur

☐ personally known to me - OR -

☒ proved to me on the basis of satisfactory evidence to be the person/s whose name/s is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity/~~ies~~, and that by ~~his~~/her/~~their~~ signature/s on the instrument the person/s, or the entity upon behalf of which the person/s acted, executed the instrument.

WITNESS my hand and official seal.

KATHY HANLON
Commission # 1411379
Notary Public - California
Los Angeles County
My Comm. Expires Apr 15, 2007

Kathy Hanlon
Kathy Hanlon, Notary Public

OPTIONAL

The data below is not required by law. It is provided for the benefit of persons relying on this document and to deter fraudulent re-use of this certificate.

CAPACITY CLAIMED BY SIGNER

☐ Individual

☐ Corporate Officer(s)

Title(s): Project Mgr. Gensler

Entity: Owners Rep

Title of Document: Oak Tree Permit - Affidavit of Acceptance

Number of Pages: 1 Date of Document: 11-28-05

EXHIBIT A.

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Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

November 1, 2005

James E. Hartl AICP
Director of Planning

Melanie McArtor
Gensler
2500 Broadway, Suite 300
Santa Monica, California 90404

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

SUBJECT: PROJECT R2005-02288-(3)
5905 Wilshire Blvd., Los Angeles

RE: OAK TREE PERMIT 2005-00061
To authorize the removal of one oak tree for construction of a new 28' wide fire access road, in conjunction with a new main entrance hall construction project, on the grounds of the Los Angeles County Museum of Art.

Dear Applicant:

PLEASE NOTE: This document contains the Hearing Officer's findings, order and conditions relating to **APPROVAL** of the above referenced case and serves as the approved oak tree permit on file. **CAREFULLY REVIEW EACH CONDITION.**

Condition three (3) requires that the permittee must file an affidavit accepting the conditions before this grant becomes effective. **USE THE ENCLOSED AFFIDAVIT FOR THIS PURPOSE.**

The **APPLICANT** or **ANY OTHER INTERESTED PERSON** may **APPEAL** the Hearing Officer's decision to the Regional Planning Commission at the office of the Commission's secretary, Room 170, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. Contact the Commission's secretary for the amount of the appeal fee at (213) 974-6409. The appeal must be postmarked or delivered in person within 15 days after this notice is received by the applicant. This grant will not become effective until and unless this period has passed without an appeal. The Hearing Officer's decision may also be called up for review by the Regional Planning Commission during the appeal period.

For further information on appeal procedures, compliance with conditions or any other matter pertaining to this grant, please contact Rudy Silvas in the Zoning Permits II Section at (213) 974-6435. For information on inspections or inspection fees, contact the County Forester at (818) 890-5719 or (323) 890-4330.

PROJECT NO. 2005-02288-(3)/ OAK TREE PERMIT CASE NO. 2005—00061
FINDINGS

HEARING OFFICER'S FINDINGS AND ORDER:

REQUEST: To authorize the removal of one oak tree, for the construction of a new 28' wide fire access road which will serve the new main entrance hall proposed for development on the grounds of the Los Angeles County Museum of Art, located at 5905 Wilshire Boulevard in Los Angeles.

PROCEEDINGS BEFORE THE HEARING OFFICER:

October 18, 2005 Public Hearing

A duly noticed public hearing was held on October 18, 2005. The applicant and representative were sworn in and testified in favor of the project. The applicant and representative confirmed that they had reviewed the conditions recommended by staff and concurred with all conditions of approval.

The Hearing Officer questioned the location of the access road as to why it could not be located above Ogden Avenue, slightly west of the proposed fire access road and away from the subject oak tree. The applicant responded that using the vacated Ogden Avenue as the alternate for the fire access road would not be feasible due to its location above a proposed subterranean garage. Placing the fire access road over Ogden Avenue would not be feasible from a structural engineering perspective, according to the applicant. The Hearing Officer also received confirmation from staff that the County Forester had cleared the project for the removal of the subject oak tree, the planting of two mitigation oak trees, and that a letter was en-route from the Forester to staff with full disclosure of all conditions for the removal of the oak tree.

The Hearing Officer was also informed by staff that the environmental clearance for the removal of the oak tree was to be processed as an addendum to the Mitigated Negative Declaration, prepared for the City of Los Angeles for the Ogden Drive Vacation and new development proposed at the Los Angeles County Museum of Art. A copy of the addendum was placed in the Hearing Officer's package for his review.

There being no further testimony, the Hearing Officer closed the public hearing and approved Oak Tree Permit Case No. 2005-02288 to allow the removal of the subject oak tree for the construction of the new 28' wide fire access road at the Los Angeles County Museum of Art. Removal of the oak tree, and planting of two mitigation oak trees, shall be in full compliance with the conditions set forth in the letter from the County Forester dated October 24, 2005.

Findings

1. The applicant is requesting an Oak Tree Permit to authorize the removal of one oak tree, and replacement with two 24" box mitigation oak trees, for the construction of a new 28' wide fire access road which will serve the new main entrance hall proposed for development on the grounds of the Los Angeles County Museum of Art.

2. The subject property address is located at 5905 Wilshire Boulevard, in the city of Los Angeles.

3. The subject property is zoned PF-1D (Public Facilities) under the City of Los Angeles.

4. The zoning designations of the surrounding properties are also under the jurisdiction of the City of Los Angeles and are zoned as follows: (RD1.5-1-0) zone to the north; (C4-2-CDO), (QPB-2), (R4-2) zoning to the east; (C4-2-CDO) zone to the south, and (C2-2-CDO) zone to the west.

5. The subject property is surrounded by residential to the north, commercial to the south, residential/commercial to the east, and commercial to the west.

6. Zoning history and previous cases: City of Los Angeles

7. The subject property is designated Public Facilities under the City of Los Angeles General Plan.

8. The site plan depicts the grounds of the Los Angeles County Museum of Art, the proposed fire access road, the location of the oak tree designated for removal and location of where the two mitigation oaks will be planted, the entrance hall proposed, new parking ramps and parking structure, new three-story galleries, and vacation of Ogden Drive. The proposed fire access road, which requires the oak tree's removal, is secondary to the main fire access point on Wilshire Boulevard as depicted on the site plan. The site plan indicates that the new fire access road will also be used for delivery purposes.

9. The Department of Regional Planning has determined that an addendum to the Mitigated Negative Declaration prepared by the City of Los Angeles for the removal of the oak tree is the proper method to address the environmental aspect of the project, and to comply with CEQA requirements. The addendum has been prepared and must be placed in the file of the Mitigated Negative Declaration for the Ogden Drive Vacation project, as a condition of the oak tree permit approval.

10. A Notice of Public Hearing on this oak tree permit application was published in the Los Angeles Daily Journal on September 29, 2005, twenty days before the scheduled hearing. Staff received no verbal or written comments before or subsequent to the hearing.

11. The County Forester is of the opinion that the oak tree report is accurate and complete as to the location, size, condition and species of the oak trees on the site. The Term "Oak Tree Report" refers to the document on file by Robert Hansen, certified arborist, dated May 5, 2005. The Forester's recommendations are attached as conditions.

12. The Permittee shall, prior to commencement of the use authorized by this grant, deposit with the County of Los Angeles Fire Department a sum of $300. This fee shall be used to compensate the County Forester $100 per inspection to cover expenses incurred while inspecting the project to determine the permittee's compliance with the conditions of approval.

1. The above fee will provide for three (3) subsequent inspections until the conditions of approval have been met. The Director of Regional Planning and the County Forester shall retain the right to make regular and unannounced site inspections.

BASED ON THE FOREGOING, THE HEARING OFFICER CONCLUDES:

A. The proposed use is consistent with the adopted general plan for the area;

B. The requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing and working in the surrounding area, and not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety and general welfare;

C. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking, landscaping and other development features;

D. The proposed site is adequately served by highways of sufficient width, and improved as necessary to carry the kind of traffic such uses would generate and by other public or private facilities as are required.

THEREFORE, the information submitted by the applicant and presented at the public hearing substantiates the required findings for an Oak Tree Permit as set forth in Sections 22.56.2170, Title 22, of the Los Angeles County Code (Zoning Ordinance).

HEARING OFFICER ACTION:

1. In view of the findings of fact presented above, Oak Tree Permit Case No. 2005-00008-(4) is **APPROVED**, subject to the attached conditions.

BY: Dave Cowardin **DATE:** 11/2/05

DAVE COWARDIN, HEARING OFFICER
Department of Regional Planning
County of Los Angeles

Attachments: Findings and Conditions
Affidavit
Forester's Letter

c: Hearing Officer, County Forester, Zoning Enforcement, Building and Safety

PROJECT NO. 2005-02288-(3)
CONDITIONS OF APPROVAL

OAK TREE PERMIT CASE NO. 200500061

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1. This grant authorizes removal 1 oak tree, identified as oak tree #1 in the oak tree report submitted with the application. The removal of the oak tree will be for the construction of a new 28' wide fire access road to serve the new facilities proposed on the grounds of the Los Angeles County Museum of Art. The subject parcel is located at 5905 Wilshire Boulevard in Los Angeles. Removal of the oak tree shall be subject to the following conditions:

    a. The permittee shall comply with all conditions and requirements contained in the County Forester's letter dated October 24, 2005 (attached hereto).
    b. The permittee shall replant two 24" box mitigation oak trees in the location specified, and according to the instructions of the County Forester.
    c. The permitte shall file with the City of Los Angeles an Addendum to the Ogden Drive Vacation project Mitigated Negative Declaration, for the removal of the subject oak tree.

2. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation, or other entity making use of this grant.

3. This grant shall not be effective for any purpose until the permittee and the owner of the property involved (if other than the permittee) have filed at the office of the Department of Regional Planning their notarized affidavit stating that they are aware of, and agree to accept, all of the conditions of this grant, and until all required fees have been paid pursuant to the attached County Foresters letter. The conditions of this grant must be recorded at the County Recorders along with the notarized Affidavit of Acceptance.

4. The permittee shall defend, indemnify and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009. The County shall notify the permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense.

5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing pay the Department of Regional Planning an initial deposit of $5,000, from which actual costs shall be billed and deducted for the purpose of defraying the expenses involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to permittee or permittee's counsel. The permittee shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted:

    a. If during the litigation process, actual costs incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of the initial deposit. There

is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

b. At the sole discretion of the permittee, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein. The cost for collection and duplication of records and other related documents will be paid by the permittee according to Los Angeles County Code Section 2.170.010.

6. This grant shall expire unless used within two (2) years from the date of approval. A one-year time extension may be requested in writing and with payment of the applicable fee at least six (6) months prior to the expiration date.

7. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law statue, ordinance or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions.

   If any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse the Department of Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance.

8. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission or a hearing officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or hearing officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance.

9. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise set forth in these conditions or shown on the approved plans.

Attachment:
Letter from County Forester dated October 24, 2005

RS
11/01/05

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COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 890-4330

12

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

October 24, 2005

Mr. Rudy Silvas
Department of Regional Planning
Zoning Permits Section II
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Silvas:

OAK TREE PERMIT T2005-00061 (R2005-02288), LACMA PROJECT, 5905 WILSHIRE BOULEVARD, UNINCORPORATED MIRACLE MILE AREA OF LOS ANGELES COUNTY

We have reviewed the "Request for Oak Tree Permit T2005-00061." The project is located at 5905 Wilshire Boulevard in the unincorporated area of Miracle Mile. The Oak Tree Report is accurate and complete as to the location, size, condition and species of the Oak trees on the site. The term "Oak Tree Report" refers to the document on file by Robert Hansen, the consulting arborist, dated May 5, 2005.

We recommend the following as conditions of approval:

OAK TREE PERMIT REQUIREMENTS:

1. This grant shall not be effective until the permittee and the owner of the property involved (if other than the permittee), have filed at the office of the Department of Regional Planning their affidavit stating that they are aware of and agree to accept all conditions of this grant.

   Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation or other entity making use of this grant.

2. The permittee shall, prior to commencement of the use authorized by this grant, deposit with the County of Los Angeles Fire Department a sum of $300. Such fees shall be used to compensate the County Forester $100 per inspection to cover expenses incurred while inspecting the project to determine the permittee's compliance with the conditions of approval. The above fees provide for three (3) subsequent inspections until the conditions of approval have been met. The Director of Regional Planning and the County Forester shall retain the right to make regular and unannounced site inspections.

3. Before commencing work authorized or required by this grant, the consulting arborist shall submit a letter to the Director of Regional Planning and the County of Los Angeles Fire Department, Forestry Division stating that he or she has been retained by the permittee to perform or supervise the work, and that he or she agrees to report to the Director of Regional Planning and the County Forester any failure to fully comply with the conditions of the grant. The arborist shall also submit a written report on permit compliance upon completion of the work required by this grant. The report shall include a diagram showing the exact number and location of all mitigation trees planted as well as planting dates.

4. The permittee shall arrange for the consulting arborist or a similarly qualified person to maintain all remaining Oak trees on the subject property that are within the zone of impact as determined by the County Forester for the life of the Oak Tree Permit or the Conditional Use Permit.

5. The permittee shall install temporary chain-link fencing, not less than four (4) feet in height, to secure the protected zone of all remaining Oak trees on site as necessary. The fencing shall be installed prior to grading or tree removal, and shall not be removed without approval of the County Forester. The term "protected zone" refers to the area extending five (5) feet beyond the dripline of the Oak tree (before pruning), or fifteen (15) feet from the trunk, whichever is greater.

6. Copies of the Oak Tree Report, Oak tree map, mitigation planting plan and conditions of approval shall be kept on the project site and available for review.

   All individuals associated with the project as it relates to the Oak resource shall be familiar with the Oak Tree Report, Oak tree map, mitigation planting plan and conditions of approval.

PERMITTED OAK TREE REMOVAL:

7. This grant allows the removal of one (1) tree of the Oak genus (*Quercus agrifolia*) identified as Tree Number 1 on the applicant's site plan and Oak Tree Report.

8. In addition to the work expressly allowed by this permit, remedial pruning intended to ensure the continued health of a protected Oak tree or to improve its appearance or structure may be performed. Such pruning shall include the removal of deadwood and stubs and medium pruning of branches two (2) inches in diameter or less in accordance with the guidelines published by the National Arborist Association. Copies of these guidelines are available from the County of Los Angeles Fire Department, Forestry Division. In no case shall more than 20% of the tree canopy of any one (1) tree be removed.

9. Except as otherwise expressly authorized by this grant, any remaining Oak trees shall be maintained in accordance with the principles set forth in the publication, "Oak Trees: Care and Maintenance," prepared by the County of Los Angeles Fire Department, Forestry Division. A copy of the publication is enclosed with these conditions.

MITIGATION TREES:

10. The permittee shall provide mitigation trees of the Oak genus at a rate of two to one (2:1) trees for each tree removed for a total of two (2) trees.

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11. Each mitigation tree shall be at least a 24" boxed specimen in size and measure two (2) inches or more in diameter one (1) foot above the base. Free form trees with multiple stems are permissible; the combined diameter of the two (2) largest stems of such trees shall measure a minimum of one (1) inch in diameter one (1) foot above the base.

12. Mitigation trees shall consist of indigenous varieties of *Quercus agrifolia* grown from a local seed source.

13. Mitigation trees shall be planted within one (1) year of the permitted Oak tree removals. Mitigation trees shall be planted either on site or at an off-site location approved by the County Forester. Alternatively, a contribution to the County of Los Angeles Oak Forest Special Fund may be made in the amount equivalent to the Oak resource loss. The contribution shall be calculated by the consulting arborist and approved by the County Forester according to the most current edition of the International Society of Arboriculture's "Guide for Plant Appraisal."

14. The permittee shall properly maintain each mitigation tree and shall replace any tree failing to survive due to a lack of proper care and maintenance with a tree meeting the specifications set forth above. The two-year maintenance period will begin upon receipt of a letter from the permittee or consulting arborist to the Director of Regional Planning and the County Forester indicating that the mitigation trees have been planted. The maintenance period of the trees failing to survive two (2) years will start anew with the new replacement trees. Subsequently, additional monitoring fees shall be required.

15. All mitigation Oak trees planted as a condition of this permit shall be protected in perpetuity by the Los Angeles County Oak Tree Ordinance once they have survived the required maintenance period.

NON-PERMITTED ACTIONS AND VIOLATIONS:

16. Encroachment within the protected zone of any additional tree of the Oak genus on the project site is prohibited.

17. Should encroachment within the protected zone of any additional tree of the Oak genus on the project site not permitted by this grant result in its injury or death within two (2) years, the permittee shall be required to make a contribution to the Los Angeles County Oak Forest Special Fund in the amount equivalent to the Oak resource damage/loss. Said contribution shall be calculated by the consulting arborist and approved by the County Forester according to the most current edition of the International Society of Arboriculture's "Guide for Plant Appraisal."

18. No planting or irrigation system shall be installed within the dripline of any Oak tree that will be retained.

19. Utility trenches shall not be routed within the protected zone of an Oak tree unless the serving utility requires such locations.

20. Equipment, materials and vehicles shall not be stored, parked, or operated within the protected zone of any Oak tree. No temporary structures shall be placed within the protected zone of any Oak tree.

05 2953040

19

21. Violations of the conditions of this grant shall result in immediate work stoppage or in a notice of correction depending on the nature of the violation. A time frame within which deficiencies must be corrected will be indicated on the notice of correction.

22. Should any future inspection disclose that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be held financially responsible and shall reimburse the County of Los Angeles Fire Department, Forestry Division for all enforcement efforts necessary to bring the subject property into compliance.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

David R. Leininger

DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

DRL:sc

Enclosure

ATTACHMENT C

APPROVAL OF LACMA FUNDING AND EASEMENT AGREEMENT AND RELATED ACTIONS

MITIGATION MONITORING PROGRAM

See Attached

MITIGATION MONITORING PLAN
FOR
OGDEN DRIVE VACATION (LACMA IMPROVEMENT PROJECT)
E1400870

May 2005

INTRODUCTION

As required by Section 15097 of the California Code of Regulations (Guidelines for the Implementation of the California Environmental Quality Act [CEQA]), the following identifies the mitigation measures and implementation mechanisms for the proposed Ogden Drive Vacation (Los Angeles County Museum of Art [LACMA] Improvement Project). Adoption of this plan by the City Council constitutes adoption of the mitigation measures contained herein and requires that each of these measures by incorporated into the project plans and contract specifications, and implemented concurrently or prior to project implementation.

Although the Department of Public Works Bureau of Engineering (BOE) is the lead agency with responsibility for compliance with CEQA, it is the responsibility of LACMA/Museum Associates to incorporate the following mitigation measures into project plans and specifications, for ensuring that all measures are completed at the appropriate time and for ensuring that the construction contractor(s) comply with the requirements involving construction.

MITIGATION MEASURES

Archaeological Resources
In order to avoid potential disturbance of an archaeological resource, an archaeologist shall be present onsite during site grading and excavation activities. In the event that archaeological and/or other historic resources are discovered during the course of earthwork, the archaeologist and/or construction manager shall divert the work from the area until the qualified archaeologist can assess the significance of such finds. If the discovery is determined significant, and it is also determined that avoidance of the resource is not feasible, the impact shall be mitigated through recovery, analysis, curation and documentation.

Paleontological Resources
Geologic records review indicates that the project site is underlain by terrestrial older sediments with admixtures of percolating asphalt (tar) deposits. The project area is located within the Rancho La Brea asphalt deposits, locally known as the La Brea Tar Pits, and is considered to contain potentially significant concentrations of fossil-bearing deposits. In order to reduce potential impacts to paleontologic resources to a less-than-significant level, a qualified paleontologist shall be retained to perform inspections of excavation and grading activities.

If potential fossil remains are encountered, the paleontologist and/or construction manager shall divert the work from the area until the qualified paleontologist can assess the significance of such finds. Any fossils encountered shall be recovered, if necessary, along with the associated specimen data and corresponding geologic and geographic site data; prepared; identified; curated and catalogued with the Natural History Museum of Los Angeles County Vertebrate Paleontology Department (LACMVP); and transferred to the LACMVP for permanent storage.

Noise

To reduce potential impacts from noise generated during construction of the project to a less-than-significant level, the following mitigation measures shall be implemented:

- All construction equipment shall be fitted with residential grade mufflers, where feasible.
- A 10-foot temporary sound barrier shall be erected along the northern boundary of the project site along West 6th Street and along the boundary east of the proposed storm and sewer line adjacent to portions of Hancock Park.
- A 90-foot buffer shall be maintained between construction activities and Hancock Park during installation of the proposed storm and sewer line such that park visitors are prevented from being in close proximity to construction activities.
- Pile shields (i.e., sound blankets) shall be used for all pile driving activities.

To reduce potential impacts from operational noise, the Central Plant cooling towers shall be fitted with discharge silencers and solid walls around the cooling tower enclosure up to the height of the tower's discharge.

Transportation/Circulation

To reduce potential traffic impacts from the project to a less-than-significant level, the following mitigation measures shall be implemented:

- Adaptive Traffic Control System (ATCS) – The project shall construct a proportionate share of the Mid-City state-of-the-art traffic signal system, known as ATCS, at the 10 locations listed below. The project shall design and construct ATCS detector loops in the ATCS subsystem at the 10 intersections listed below. This subsystem is loosely bounded by Beverly Boulevard, San Vicente Boulevard, Wilshire Boulevard, La Cienega Boulevard and La Brea Avenue.

1) Beverly Boulevard and Poinsettia Place
2) Beverly Boulevard and Sweetzer Avenue
3) San Vicente Boulevard and Orlando Avenue
4) Wilshire Boulevard and Crescent Heights Boulevard
5) Fairfax Avenue and Drexel Avenue
6) 3rd Street and Martel Avenue
7) 3rd Street and Sweetzer Avenue
8) 6th Street and Burnside Avenue
9) 6th Street and Crescent Heights Boulevard
10) Crescent Heights Boulevard and Drexel Avenue

While these intersections are not significantly impacted by the project the implementation of ATCS at these intersections creates an area-wide increase in capacity which reduces the impacts at the significantly impacted intersections.

In addition the project shall fund a proportionate share of the ATCS software integration cost to reduce impacts to a level of insignificance. A cash deposit of $15,000 shall be made to LADOT for the ATCS subsystem software integration cost.

Hauser Boulevard and Wilshire Boulevard

Widen the east side of Hauser Boulevard from Wilshire Boulevard to approximately 290 feet north, and provide tapered widenings along the west side of Hauser Boulevard, both north and south of Wilshire Boulevard to provide a southbound right-through shared lane, a through lane and a left-turn lane. In the northbound direction the existing lane configuration of a right-turn-only lane, a through lane, and a left-turn lane will be retained.

To implement these improvements, four parking spaces will be eliminated along Hauser Boulevard north of Wilshire Boulevard.

Curson Avenue and Sixth Street

Restripe the north and south leg of Curson Avenue to provide a left-turn lane and one shared through-right turn lane in each direction

No widening will be required to implement this improvement and no parking will be lost.

Sixth Street and Fairfax Avenue

Widen both the north and south side of 6th Street west of Fairfax Avenue and restripe to provide a left-through shared lane and a right-through shared lane in the eastbound direction. Widen 6th Street on the south side east of Fairfax Avenue and restripe the east leg of 6th Street at Fairfax Avenue to provide a

right-through shared lane, a through lane and a left-turn only lane in the westbound direction. Also, widen the east curb of Fairfax Avenue south of 6th Street to provide a right-turn only lane in the northbound direction. A gain of four parking spaces is anticipated

As stated above, with implementation of the mitigation measures, traffic impacts to the local street system would be mitigated to a level that is less than significant.

In addition to the noted required mitigation measures the project may volunteer to implement the following improvement to provide for additional capacity in the vicinity of the project. This improvement is voluntary only and is not required mitigation as it does not contribute to the reduction of any significant traffic impacts identified.

Fairfax Avenue and Olympic Boulevard, Fairfax Avenue and San Vicente Boulevard

Widen the east side of Fairfax Avenue from south of Olympic Boulevard to north of San Vicente Boulevard to provide a right-turn only lane, two through lanes and a left-turn only lane in the southbound direction north of San Vicente Boulevard.

To implement these improvements, nine on-street parking spaces will be removed along the commercial frontages along Fairfax Avenue, both north and south of Olympic Boulevard.

ATTACHMENT D

APPROVAL OF LACMA FUNDING AND EASEMENT AGREEMENT AND RELATED ACTIONS

FUNDING AND EASEMENT AGREEMENT

See Attached

FUNDING AND EASEMENT AGREEMENT
FOR THE LOS ANGELES COUNTY MUSEUM OF ART

THIS AGREEMENT is made and entered into this ____ day of _____, 2006, by and between **COUNTY OF LOS ANGELES,** a body corporate and politic, hereinafter referred to as "County," and **MUSEUM ASSOCIATES**, a California nonprofit public benefit corporation hereinafter referred to as "Associates."

WITNESSETH:

WHEREAS, the County owns certain real property designated as 5905 Wilshire Boulevard ("LACMA East"), on which several buildings comprising the Los Angeles County Museum of Art ("Museum") are located;

WHEREAS, Associates operates the Museum pursuant to various agreements between the County and Associates, including those dated December 9, 1958, March 4, 1960, December 26, 1979, December 22, 1981, July 8, 1983, and February 8, 1994;

WHEREAS, Associates is engaged in a campaign to raise in excess of $250 million to fund the general operations of the Museum, to provide for improved programming and general operations of the Museum, and to increase the Museum's endowment;

WHEREAS, Associates owns certain real property designated as 6067 Wilshire Boulevard, known as "LACMA West", where the former May Company building (the "May Company Building") and an above-ground parking structure are currently situated;

WHEREAS, Associates has received conditional approval from the City of Los Angeles for the vacation of Ogden Drive between Wilshire Boulevard and 6th Street, in order to permit Associates to construct improvements on LACMA West, the site of the vacated Ogden Drive and LACMA East, including a new building for the exhibition of contemporary art, a new Grand Entrance Building and related plazas, and a new underground parking structure to replace the existing garage (the "Project");

WHEREAS, portions of the underground parking structure and the Grand Entrance Building will be situated east of the vacated Ogden Drive on LACMA East, and Associates has requested that the County grant Associates an easement to permit Associates to construct such portion of such improvements on LACMA East;

WHEREAS, the County has requested that Associates grant the County an easement to maintain a portion of LACMA West along 6th Street as open land accessible to the public in a manner consistent with the adjacent Hancock Park, located on LACMA East;

WHEREAS, the County appropriated $5 million in the Fiscal Year 2005-2006 budget as a contribution to Associates in recognition of the public benefit to be received

from the improvements including the construction of the new underground parking structure;

WHEREAS, to accomplish the foregoing, the County and Associates enter into this Agreement to provide for the contribution to be made by the County to Associates and to provide for the grant of easements described above.

NOW, THEREFORE, in consideration of the mutual promises, covenants and conditions set forth herein, the parties hereto agree as follows:

A. Approved Funding

The County hereby grants to Associates $5 million appropriated in the Fiscal Year 2005-2006 budget ("County Grant Funds") for general operations and improved programming related to the improvements, including the proposed underground parking garage at the LACMA. Such County Grant Funds shall be spent in furtherance of, but shall be in addition to and not in lieu of any funding obligations of the County pursuant to, the agreement between the County and Associates dated February 8, 1994 (the "1994 Funding Agreement").

B. Easement in Favor of Associates

1. The County hereby agrees to grant Associates an exclusive perpetual easement to construct, own, operate and maintain certain portions of the improvements comprising the Project on real property owned by the County situated on LACMA East, as shown on the site plan and legal description attached hereto as Schedule I. County further agrees to permit minor encroachments beyond the easement area granted under this Section B.1. onto portions of LACMA East to provide lateral or adjacent support for said improvements as necessary. Promptly after the effective date hereof, the County shall record a deed granting this easement in the County Recorder's Office of Los Angeles County, California. The easement granted in this Section B.1. shall run with the land and shall be binding on any subsequent owners, heirs or assigns of the County.

2. Associates shall be responsible for maintaining the improvements and landscaping on the easement granted in Section B.1. above, which shall be maintained to a standard comparable to the existing improvements on LACMA East. Associates shall include its operations in connection with the improvements located in the easement area granted in Section B.1. above in the insurance programs required under Section 11 of the 1994 Funding Agreement, with County named as an additional insured.

C. Easement in Favor of the County

1. Associates hereby agrees to grant the County an exclusive perpetual easement, effective upon satisfaction of the condition set forth in Section C.2. below, to use and maintain that portion of LACMA West shown on the site plan and legal description attached hereto as Schedule II ("LACMA West Park"), as open public parkland, subject to further development only as contemplated by this Agreement or as may otherwise be agreed between Associates and the County. Such easement shall run with the land and shall be binding on any subsequent owners, heirs or assigns of Associates.

2. Associates shall record a deed granting this easement to the County in the County Recorder's Office of Los Angeles County, California, promptly after the issuance of the final certificate of occupancy for the Project by the City of Los Angeles. Upon the satisfaction of this condition and the recording of such deed, the parties shall have the obligations and responsibilities set forth in Section D below.

D. Development, Operation and Maintenance of LACMA West Park

1. Associates shall be responsible for the final grading and initial landscaping of LACMA West Park, which landscaping shall include grass turf covering the boundaries of LACMA West Park consistent with the site plan provided in Schedule II, with no fence or other barrier marking the boundary between LACMA West Park and the area of LACMA West adjacent thereto or (excepting the entrance to Associates' underground parking structure) between LACMA West Park and Hancock Park. Subsequent landscaping and development of LACMA West Park may be undertaken solely by Associates, in a manner consistent with Hancock Park and LACMA West, subject to funding availability and approval of the Chief Administrative Officer of the County (the "CAO"), such approval not to be unreasonably withheld. LACMA West Park may include walkways and sculpture, installed in a manner similar to the installation of sculpture in Hancock Park. Associates shall be responsible for the installation and maintenance of sculpture in LACMA West Park, which shall be covered by the County's existing fine arts insurance policy (with Associates continuing as an additional insured).

2. LACMA West Park will be open and accessible to the general public during the same hours and on the same basis as Hancock Park.

3. The County shall be responsible for the security and maintenance of LACMA West Park, to a standard comparable to Hancock Park, including without limitation maintenance of irrigation, drainage and other utility systems and fixtures, and all normal care, repair and maintenance of landscaping and walkways. The County shall pay all costs and expenses related thereto, in addition to and not in lieu of the County's funding obligations under the 1994

Funding Agreement. The parties will cooperate in the operation of LACMA West Park. In the event the parties agree to coordinate contracting for or otherwise share the provision of maintenance, security or any other services or operations relating to both LACMA West Park and the contiguous open areas of LACMA West, the expenses thereof shall be proportionately allocated. In the event that County fails to maintain or secure LACMA West Park in accordance with this Agreement, Associates may make such a demand upon County by written notification. If the County fails to take corrective action within 10 days of said notice, Associates may initiate the necessary measures and invoice County for the actual costs incurred.

4. The County shall maintain general liability insurance covering, or shall self-insure against, all risks relating to the operation, security and maintenance of LACMA West Park.

5. The CAO is authorized to enter into a Memorandum of Agreement with Associates, on behalf of the County, concerning the development, operation, security and maintenance of LACMA West Park.

E. Financial Records

1. Associates agrees to maintain financial accounts, documents and records of the expenditure of County Grant Funds and to make such accounts available to the County for auditing at reasonable times. Associates also agrees to retain such financial accounts, documents and records for five (5) years following the receipt of funds pursuant to this Agreement.

2. Associates agrees to use a generally accepted accounting system in discharging the obligation set forth in Section E.1. Associates also agrees to maintain, and make available for County inspection, accurate records of all of its costs, disbursements and receipts with respect to its expenditure of County Grant Funds.

3. At any time within five (5) years after receipt of funds under this Agreement, authorized representatives of the County may conduct an audit of Associates' records for the purpose of verifying the appropriateness and validity of expenditures of County Grant Funds under the terms of this Agreement. If said audit reveals expenditures that cannot be verified or that were paid in violation of Section A of this Agreement, the County may request that Associates substitute other funds available to Associates, in an amount equal to those expenditures.

4. Associates, within thirty (30) days of notification from the County of its audit findings, may dispute the audit findings in writing to the County and provide the County with records and/or documentation to support the expenditure

claims. The County shall review this documentation and make a reasonable final determination as to the validity of the expenditures.

F. Hold Harmless and Indemnifications

1. Associates will indemnify, defend and hold the County, its officers and employees harmless from and against any and all liability, expense, including defense costs and legal fees, and claims for damages of any nature whatsoever, including but not limited to bodily injury, death, personal injury, or property damage, arising out of, or incident to, (a) Associates' failure to perform its obligations under this Agreement or (b) any activities conducted by Associates in LACMA West Park.

2. The County will indemnify, defend and hold Associates, its agents, Trustees, officers and employees harmless from and against any and all liability, expense, including defense costs and legal fees, and claims for damages of any nature whatsoever, including but not limited to bodily injury, death, personal injury or property damage arising out of, or incident to, (a) the County's failure to perform its obligations under this Agreement or (b) any activities conducted by the County in LACMA West Park or any use thereof by the general public.

G. Notices and Approvals

1. All notices and approvals required under this Agreement will be directed to and made by the following representatives of the parties:

a. to the County:
Chief Administrative Office
Assistant Administrative Officer
Facilities and Asset Management Branch
Kenneth Hahn Hall of Administration, Room 754
500 West Temple Street
Los Angeles, CA 90012

b. to Associates:
Museum Associates
Attn: President
5905 Wilshire Boulevard
Los Angeles, CA 90036

H. Nondiscrimination

Associates will not discriminate against any person on the basis of race, color, sex, sexual orientation, age, religious belief, national origin, marital status, physical or mental handicap, medical condition, or place of residence in the use of the County Grant Funds paid to Associates pursuant to this Agreement.

I. Severability

If any provision of this Agreement, or the application thereof, is held to be invalid, that invalidity will not affect other provisions or applications of the Agreement that can be given effect without the invalid provision or application, and to this end the provisions of the Agreement are severable.

J. Further Assurances

The parties confirm and agree that this Agreement is made and entered into in recognition of the longstanding public/private partnership between them, which has evolved over many years and will continue to do so. In light thereof, the parties jointly commit to meet and confer in good faith, upon the reasonable request of either, upon matters set forth in this Agreement, including the development, maintenance and operation of LACMA West Park.

K. Effective Date

The effective date of this Agreement will be the date of approval by the County's Chief Administrative Officer.

IN WITNESS WHEREOF, Associates has executed this Agreement by its authorized representative and the County by order of its Board of Supervisors has delegated to its Chief Administrative Officer the authority to execute this Agreement on its behalf on the date and year first written above.

MUSEUM ASSOCIATES

By: _____
Melody Kanschat
President

COUNTY OF LOS ANGELES

By: _____
David E. Janssen
Chief Administrative Officer

APPROVED AS TO FORM:
OFFICE OF THE COUNTY COUNSEL

By: _____, Principal Deputy

MOLLENHAUER GROUP
CIVIL ENGINEERING, SURVEYING+MAPPING, LAND DEVELOPMENT
707 WILSHIRE BLVD., 40TH FLOOR, LOS ANGELES, CALIFORNIA 90017
PHONE 213.624.2661 - FAX 213.614.1863

JUNE 5, 2006

EXHIBIT "A"
LEGAL DESCRIPTION FOR
ACCESS SLAB, TUNNEL & PLAZA AREAS

ACCESS SLAB:

BEING A PORTION OF LOT 12, OF TRACT NO. 215, AS SHOWN ON A MAP RECORDED IN BOOK 14, PAGES 42 TO 43, OF MAPS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT, SAID POINT BEING THE EASTERLY TERMINUS OF THAT CERTAIN COURSE HAVING A BEARING AND LENGTH OF NORTH 89°54'30" EAST 174.95 FEET, BEING THE SOUTHERLY LINE OF 6TH STREET, 83.00 FEET WIDE, AS SHOWN AS SHOWN ON PARCEL MAP L.A. NO. 4299, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 134, PAGES 27 TO 29 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT ALSO BEING THE BEGINNING OF A CURVE, AS SHOWN ON SAID PARCEL MAP, TANGENT TO LAST SAID COURSE, CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE, EASTERLY AND SOUTHEASTERLY 9.02 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 25°50'31" TO A POINT, SAID POINT BEING THE INTERSECTION OF SAID CURVE WITH A LINE PARALLEL WITH AND 2.00 FEET SOUTHERLY FROM SAID CERTAIN COURSE HAVING A BEARING AND LENGTH OF NORTH 89°54'30" EAST 174.95 FEET; THENCE NORTH 89°54'14" EAST 75.11 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF THAT CERTAIN CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 15.00 FEET AND TANGENT TO THE EAST LINE OF SAID OGDEN DRIVE AT ITS SOUTHWESTERLY TERMINATION AS DESCRIBED IN SAID EASEMENT DEED RECORDED SEPTEMBER 28, 1955 AS INSTRUMENT NO. 4043, WITH A LINE PARALLEL WITH AND 5.00 FEET SOUTHERLY OF THE SOUTHERLY LINE OF THE NORTHERLY 10.00 FEET OF SAID LOT 12, AS THE NORTHERLY 10.00 FEET IS DESCRIBED IN LAST SAID EASEMENT DEED, THE NORTHERLY LINE OF SAID NORTHERLY 10.00 FEET BEING THE SOUTHERLY LINE

OF SIXTH STREET, 70.00 FEET WIDE, AS SHOWN ON TRACT NO. 12821 RECORDED ON BOOK 252, PAGES 17 TO 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG LAST SAID LINE SOUTH 89°54'14" WEST 2.95 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF SAID LINE WITH THE EASTERLY LINE OF OGDEN DRIVE AS SHOWN ON THE MAP OF TRACT NUMBER 7705 RECORDED IN BOOK 89 PAGES 33 TO 35 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING THE **POINT OF BEGINNING;** THENCE, SOUTH, 14.40 FEET ALONG SAID EASTERLY LINE OF OGDEN DRIVE TO A POINT HEREINAFTER REFERRED TO AS POINT "A"; THENCE DEPARTING SAID RIGHT-OF-WAY, NORTH 07° 46' 45 " EAST, 7.97 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 23.50 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16° 33' 23", FOR AN ARC LENGTH DISTANCE OF 6.79 FEET TO A LINE DESCRIBED ABOVE HAVING A BEARING AND DISTANCE OF NORTH 89°54'14" EAST 75.11 FEET; THENCE ALONG SAID LINE, SOUTH 89° 54' 14" WEST, 2.95' TO THE **POINT OF BEGINNING.**

CONTAINING 16 SQUARE FEET

SEE EXHIBIT "B" IS ATTACHED HERETO AND MADE PART THEREOF.

TUNNEL AREA:

BEING A PORTION OF LOT 12, OF TRACT NO. 215, AS SHOWN ON A MAP RECORDED IN BOOK 14, PAGES 42 TO 43, INCLUSIVE OF MAPS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE HEREINBEFORE MENTIONED POINT "A"; THENCE ALONG THE EAST LINE OF SAID OGDEN DRIVE, (60.00 FEET WIDE), SOUTH, 79.10 FEET TO THE **POINT OF BEGINNING**; THENCE, DEPARTING SAID LINE, SOUTH 25° 15' 32" EAST, 8.57 FEET; THENCE, SOUTH 42° 11' 39" EAST, 76.88 FEET; THENCE, SOUTH 30° 52' 41" EAST, 67.62 FEET; THENCE, SOUTH 07° 13' 52" EAST, 66.89 FEET; THENCE, SOUTH 07° 47' 40" WEST, 24.38 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "B", SAID POINT ALSO BEING ON A LINE WHICH IS THE NORTHERLY LIMITS OF THE "PLAZA AREA"; THENCE, ALONG SAID LINE AND NORTHERLY LIMITS, NORTH 82° 12' 20" WEST, 96.00 FEET TO THE EAST LINE OF SAID OGDEN DRIVE; THENCE, ALONG SAID LINE, NORTH, 52.40 FEET; THENCE, DEPARTING SAID LINE, SOUTH 82° 12' 19" EAST, 48.93 FEET; THENCE, NORTH 13° 29' 13" WEST, 46.24 FEET; THENCE, NORTH 38° 51' 12" WEST, 60.08 FEET TO THE EAST LINE OF SAID OGDEN DRIVE; THENCE ALONG SAID EAST LINE, NORTH, 62.73 FEET TO THE **POINT OF BEGINNING.**

CONTAINING 11,221 SQUARE FEET OR 0.28 ACRES.

SEE EXHIBIT "C" IS ATTACHED HERETO AND MADE A PART THEREOF.

PLAZA & ENTRANCE AREA:

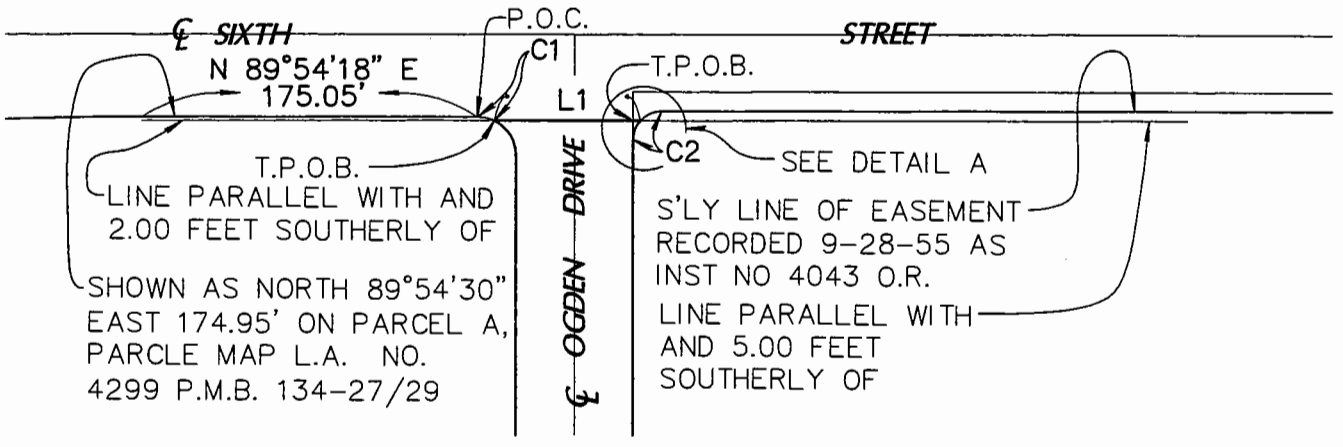
BEING A PORTION OF LOT 12, OF TRACT NO. 215, AS SHOWN ON A MAP RECORDED IN BOOK 14, PAGES 42 TO 43, INCLUSIVE OF MAPS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE HEREINBEFORE MENTIONED POINT "B", THENCE, SOUTH 07° 47' 40" WEST, 186.00 FEET; THENCE, SOUTH 82° 12' 20" EAST, 38.49 FEET; THENCE, SOUTH 07° 47' 40" WEST, 18.0 FEET; THENCE, NORTH 82° 12' 20" WEST, 38.49 FEET; THENCE, SOUTH 07° 47' 40" WEST, 186.04 FEET TO THE NORTH LINE OF WILSHIRE BOULEVARD (100.00 FEET WIDE) AS SHOWN ON THE MAP OF SAID TRACT NUMBER 7705; THENCE, ALONG SAID LINE, NORTH 82° 10' 39" WEST, 42.61 FEET TO THE EAST LINE OF SAID OGDEN DRIVE; THENCE, ALONG SAID EAST LINE, NORTH, 393.66 FEET TO A LINE WHICH IS THE NORTHERLY LIMITS OF THE PLAZA AREA, AND SOUTHERLY LIMITS OF THE TUNNEL AREA; THENCE, ALONG SAID LINE, SOUTH 82° 12' 20" EAST, 96.0 FEET TO THE **POINT OF BEGINNING.**

CONTAINS 27,723 SQUARE FEET OR .64 ACRES

SEE EXHIBIT "D" IS ATTACHED HERETO AND MADE A PART THEREOF.

RICHARD M. SNEDAKER, P.L.S. 7565

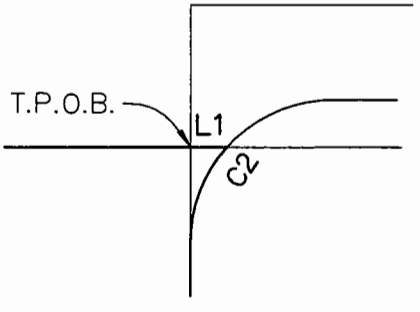


LINE DATA:

LINE	BEARING	DISTANCE
L1	N 89°54'14" E	75.11'
L2	N 89°54'14" E	3.80'

CURVE DATA:

CURVE	DELTA	RADIUS	LENGTH	TANGENT
C1	25°50'31"	20.00'	9.02'	4.59'
C2	89°54'09"	15.00'	23.54'	14.97'



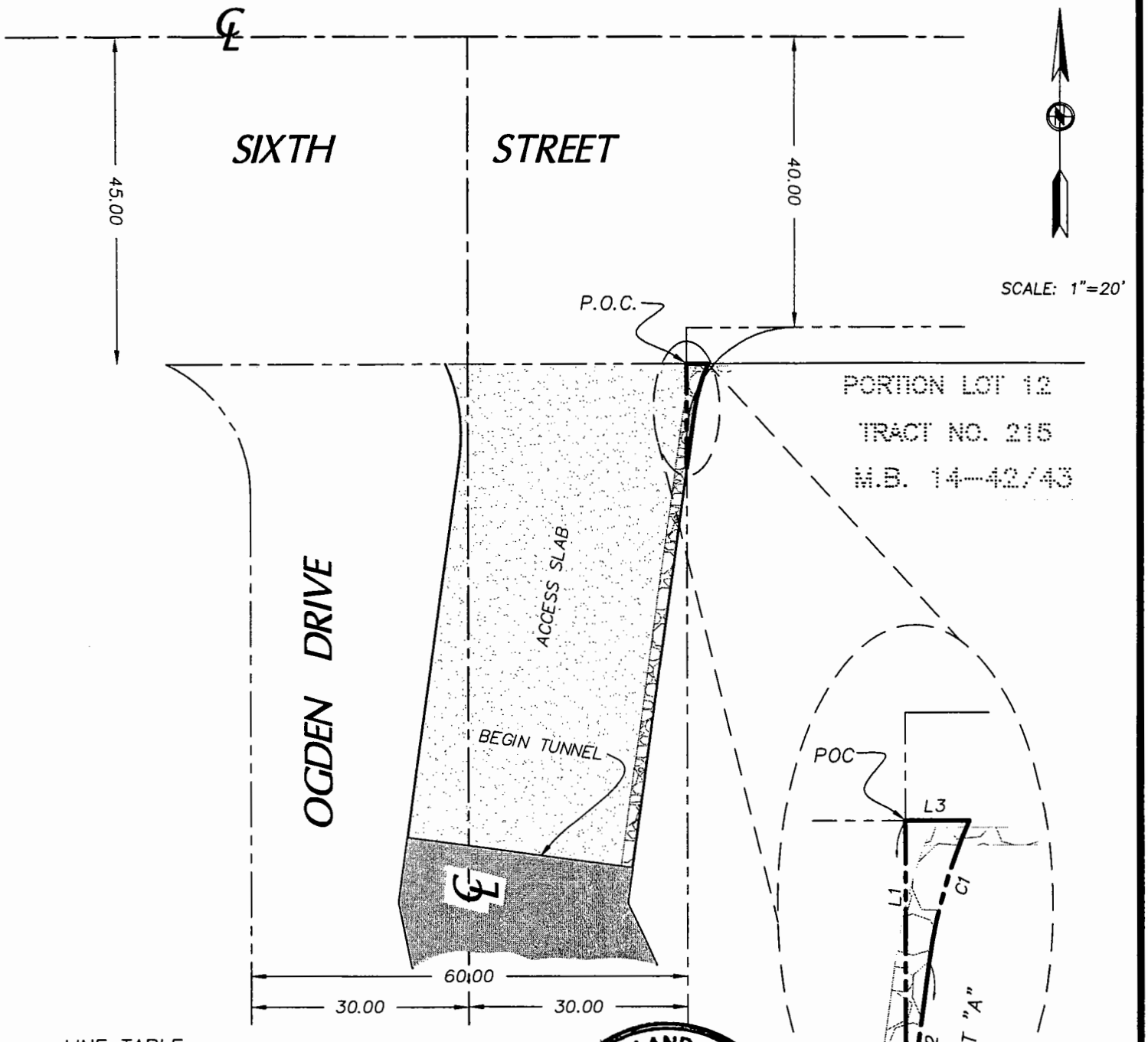
DETAIL A

MOLLENHAUER GROUP
CIVIL ENGINEERING
SURVEYING+MAPPING
LAND DEVELOPMENT
707WILSHIRE BLVD., 40TH FLOOR
LOS ANGELES, CA 90017
213 624 2661 TEL
213 614 1863 FAX

EXHIBIT "B"
LEGAL DESCRIPTION EXHIBIT
ENTRANCE SLAB AREA

PREPARED FOR:
LOS ANGELES COUNTY
MUSEUM OF ART

DATE:	06-01-06
JOB #	20043
DRAWN	RMS
SCALE	1"= 100
SHEET	1 OF 4



LINE TABLE

LINE	BEARING	LENGTH
L1	SOUTH	14.40'
L2	N07°46'45"E	7.97'
L3	S89°54'14"W	2.95'

CURVE TABLE

CURVE	LENGTH	RADIUS	TANGENT	DELTA
C1	6.79'	23.50'	3.42'	16°33'23"

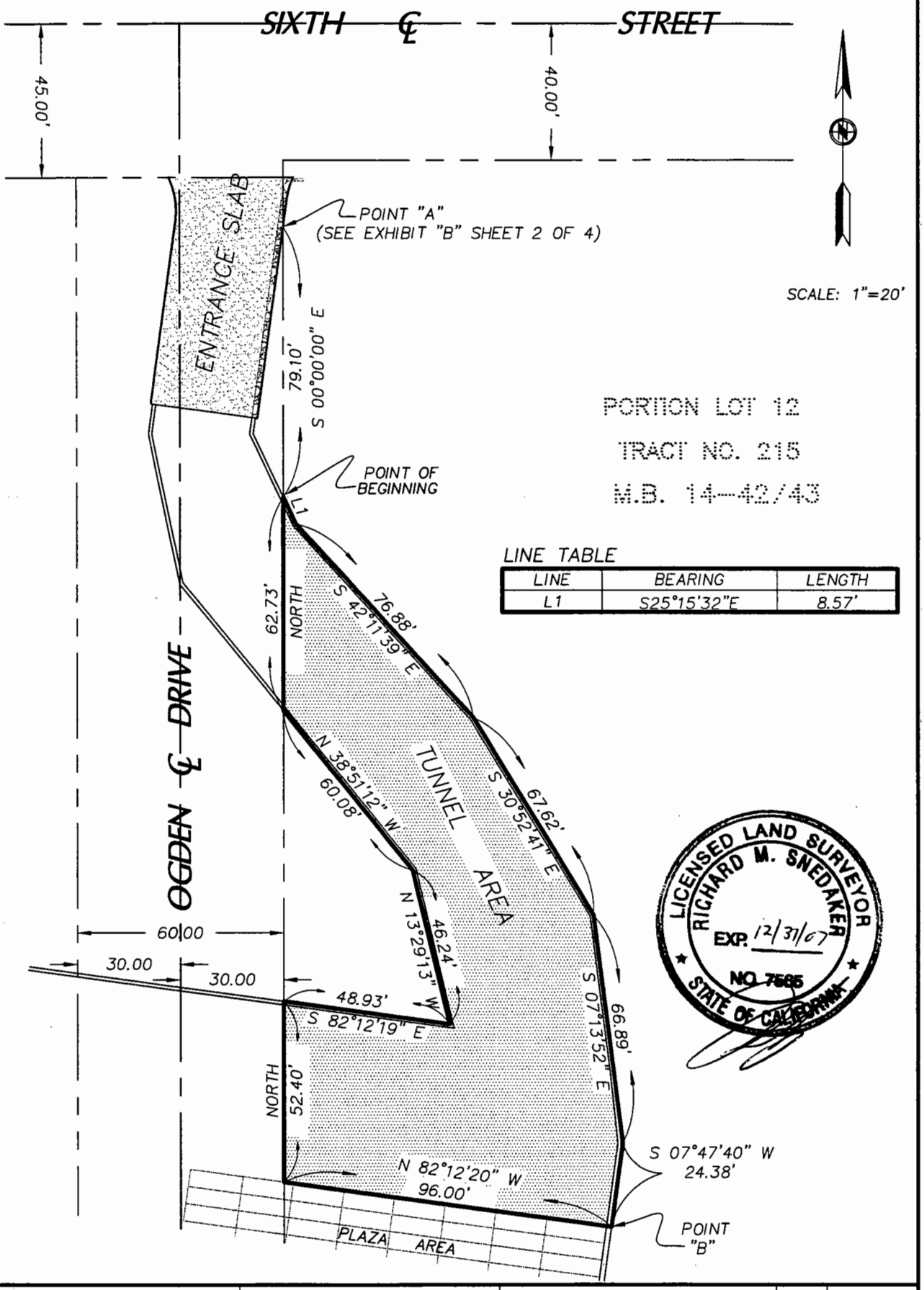
LICENSED LAND SURVEYOR
RICHARD M. SNEDAKER
EXP. 12/31/07
NO. 7585
STATE OF CALIFORNIA

MOLLENHAUER GROUP
707 WILSHIRE BLVD., 40TH FLOOR
LOS ANGELES, CA 90017
213 624 2661 TEL
213 614 1863 FAX
CIVIL ENGINEERING
SURVEYING+MAPPING
LAND DEVELOPMENT

EXHIBIT "B"
LEGAL DESCRIPTION EXHIBIT
ENTRANCE SLAB AREA
PORTION OF
LOT 12
M.B. 14–42/43

PREPARED FOR:
LOS ANGELES
COUNTY MUSEUM
OF ART

DATE:	06–01–06
JOB #	20043
DRAWN	GLR/RMS
CAD	SLAB
SCALE	1"= 20'
SHEET	2 OF 4



LINE TABLE

LINE	BEARING	LENGTH
L1	S25°15'32"E	8.57'

LICENSED LAND SURVEYOR
RICHARD M. SNEDAKER
EXP. 12/31/07
NO. 7685
STATE OF CALIFORNIA

MOLLENHAUER GROUP
CIVIL ENGINEERING
SURVEYING+MAPPING
LAND DEVELOPMENT

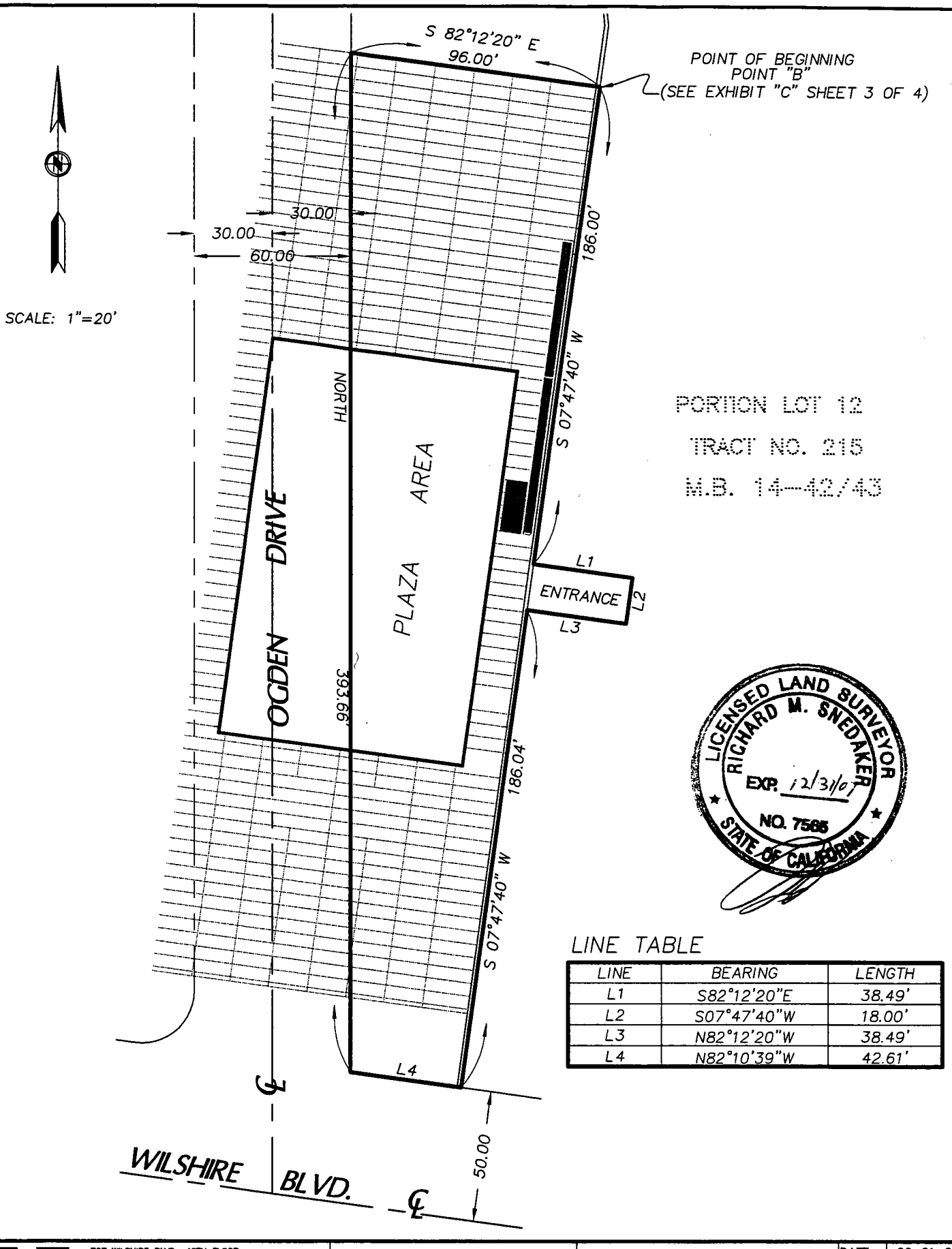
707 WILSHIRE BLVD., 40TH FLOOR
LOS ANGELES, CA 90017

213 624 2661 TEL
213 614 1863 FAX

EXHIBIT "C"
LEGAL DESCRIPTION EXHIBIT
TUNNEL AREA
PORTION OF
LOT 12
M.B. 14—42/43

PREPARED FOR:
LOS ANGELES
COUNTY MUSEUM
OF ART

DATE:	06—01—06
JOB #	20043
DRAWN	GLR/RMS
CAD	TUNNEL
SCALE	1"= 40'
SHEET	3 OF 4



LICENSED LAND SURVEYOR
RICHARD M. SNEDAKER
EXP. 12/31/07
NO. 7585
STATE OF CALIFORNIA

LINE TABLE

LINE	BEARING	LENGTH
L1	S82°12'20"E	38.49'
L2	S07°47'40"W	18.00'
L3	N82°12'20"W	38.49'
L4	N82°10'39"W	42.61'

MOLLENHAUER GROUP
707 WILSHIRE BLVD., 40TH FLOOR
LOS ANGELES, CA 90017
213 624 2661 TEL
213 614 1863 FAX
CIVIL ENGINEERING
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LAND DEVELOPMENT

EXHIBIT "D"
LEGAL DESCRIPTION EXHIBIT
PLAZA AREA
PORTION OF
LOT 12
M.B. 14-42/43

PREPARED FOR:
LOS ANGELES
COUNTY MUSEUM
OF ART

DATE:	06-01-06
JOB #	20043
DRAWN	GLR/RMS
CAD	PLAZA
SCALE	1"= 60'
SHEET	4 OF 4

SLAB TUNNEL PLAZA CLOSURES

Parcel name: ENTRANCE SLAB

North: 1730.2534 East : 5054.6816
Line Course: S 00-00-00 W Length: 14.40
North: 1715.8534 East : 5054.6816
Line Course: N 07-46-45 E Length: 7.97
North: 1723.7501 East : 5055.7604
Curve Length: 6.79 Radius: 23.50
Delta: 16-33-23 Tangent: 3.42
Chord: 6.77 Course: N 16-04-21 E
Course In: S 82-12-20 E Course Out: N 65-38-57 W
RP North: 1720.5630 East : 5079.0433
End North: 1730.2526 East : 5057.6339
Line Course: S 89-54-14 W Length: 2.95
North: 1730.2534 East : 5054.6816

Perimeter: 32.11 Area: 16 sq. ft. 0.00 acres

Parcel name: TUNNEL

North: 1715.8556 East : 5054.6816
Line Course: S 00-00-00 W Length: 79.10
North: 1636.7556 East : 5054.6816
Line Course: S 25-15-32 E Length: 8.57
North: 1629.0050 East : 5058.3385
Line Course: S 42-11-39 E Length: 76.88
North: 1572.0467 East : 5109.9746
Line Course: S 30-52-41 E Length: 67.62
North: 1514.0110 East : 5144.6780
Line Course: S 07-13-52 E Length: 66.89
North: 1447.6531 East : 5153.0976
Line Course: S 07-47-40 W Length: 24.38
North: 1423.4983 East : 5149.7912
Line Course: N 82-12-20 W Length: 96.00
North: 1436.5178 East : 5054.6781
Line Course: N 00-00-00 E Length: 52.40
North: 1488.9178 East : 5054.6781
Line Course: S 82-12-19 E Length: 48.93
North: 1482.2817 East : 5103.1560
Line Course: N 13-29-13 W Length: 46.24
North: 1527.2465 East : 5092.3718
Line Course: N 38-51-12 W Length: 60.08
North: 1574.0341 East : 5054.6818
Line Course: N 00-00-00 E Length: 62.73
North: 1636.7641 East : 5054.6818
Line Course: N 00-00-00 E Length: 79.10
North: 1715.8641 East : 5054.6818

Perimeter: 768.91 Area: 11,221 sq. ft. 0.26 acres

Parcel name: PLAZA

North: 1423.4955 East : 5149.7922
Line Course: S 07-47-40 W Length: 186.00
North: 1239.2139 East : 5124.5669

SLAB TUNNEL PLAZA CLOSURES

Line	Course: S 82-12-20 E	Length: 38.49	
	North: 1233.9940	East : 5162.7013	
Line	Course: S 07-47-40 W	Length: 18.00	
	North: 1216.1603	East : 5160.2602	
Line	Course: N 82-12-20 W	Length: 38.49	
	North: 1221.3802	East : 5122.1258	
Line	Course: S 07-47-40 W	Length: 186.04	
	North: 1037.0591	East : 5096.8951	
Line	Course: N 82-10-39 W	Length: 42.61	
	North: 1042.8585	East : 5054.6816	
Line	Course: N 00-00-00 E	Length: 393.66	
	North: 1436.5185	East : 5054.6816	
Line	Course: S 82-12-20 E	Length: 96.00	
	North: 1423.4990	East : 5149.7947	

Perimeter: 999.28 Area: 27,723 sq. ft. 0.64 acres

MOLLENHAUER GROUP
CIVIL ENGINEERING, SURVEYING+MAPPING, LAND DEVELOPMENT
707 WILSHIRE BLVD., 40TH FLOOR, LOS ANGELES, CALIFORNIA 90017
PHONE 213.624.2661 - FAX 213.614.1863

JUNE 5, 2006

EXHIBIT A
LEGAL DESCRIPTION FOR
GREENBELT AREA

BEING A PORTION OF PARCEL A, OF PARCEL MAP L.A. NO. 4299, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 134, PAGES 27 TO 29 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY TOGETHER WITH A PORTION OF OGDEN DRIVE, (60.00 FEET WIDE), IN SAID CITY OF LOS ANGELES AS SHOWN ON THE MAP OF TRACT NUMBER 7705, RECORDED IN BOOK 89, PAGES 33 TO 35, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT, SAID POINT BEING THE EASTERLY TERMINUS OF THAT CERTAIN COURSE HAVING A BEARING AND LENGTH OF NORTH 89°54'30" EAST 174.95 FEET, BEING THE SOUTHERLY LINE OF 6TH STREET, 83.00 FEET WIDE, AS SHOWN AS SHOWN ON PARCEL MAP L.A. NO. 4299, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 134, PAGES 27 TO 29 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT ALSO BEING THE BEGINNING OF A CURVE, AS SHOWN ON SAID PARCEL MAP, TANGENT TO LAST SAID COURSE, CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE, EASTERLY AND SOUTHEASTERLY 9.02 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 25°50'31" TO A POINT, SAID POINT BEING THE INTERSECTION OF SAID CURVE WITH A LINE PARALLEL WITH AND 2.00 FEET SOUTHERLY FROM SAID CERTAIN COURSE HAVING A BEARING AND LENGTH OF NORTH 89°54'30" EAST 174.95 FEET; THENCE NORTH 89°54'14" EAST 75.11 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF THAT CERTAIN CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 15.00 FEET AND TANGENT TO THE EAST LINE OF SAID OGDEN DRIVE AT ITS SOUTHWESTERLY TERMINATION AS DESCRIBED IN SAID EASEMENT DEED RECORDED SEPTEMBER 28, 1955 AS INSTRUMENT NO. 4043, WITH A LINE PARALLEL WITH AND 5.00 FEET SOUTHERLY OF THE SOUTHERLY LINE OF THE NORTHERLY 10.00 FEET OF SAID LOT 12, AS THE NORTHERLY 10.00 FEET IS DESCRIBED IN LAST SAID EASEMENT DEED, THE NORTHERLY LINE OF SAID NORTHERLY 10.00 FEET BEING THE SOUTHERLY LINE OF SIXTH STREET, 70.00 FEET WIDE, AS SHOWN ON TRACT NO. 12821 RECORDED

ON BOOK 252, PAGES 17 TO 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG LAST SAID LINE SOUTH 89°54'14" WEST 2.95 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF SAID LINE WITH THE EASTERLY LINE OF OGDEN DRIVE AS SHOWN ON THE MAP OF TRACT NUMBER 7705 RECORDED IN BOOK 89 PAGES 33 TO 35 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING HERINAFTER REFERRED TO AS POINT "A"; THENCE, ALONG SAID EASTERLY LINE OF OGDEN DRIVE , SOUTH, 87.00 FEET TO A POINT, THENCE; SOUTH 89°54'18" WEST, 625.11 FEET TO A POINT IN THE EASTERLY LINE OF FAIRFAX AVENUE, 50.0 FEET FROM CENTER LINE WHEN MEASURED RIGHT ANGLES THERETO, AS SHOWN ON SAID PARCEL MAP; THENCE, ALONG SAID EASTERLY LINE, NORTH 00°06'19" WEST, 67.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 20.00 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'37", FOR AN ARC LENGTH DISTANCE OF 31.42 FEET TO THE SOUTH LINE OF SIXTH STREET, AS SHOWN ON SAID PARCEL MAP; THENCE, ALONG SAID SOUTH LINE, THE FOLLOWING THREE (3) COURSES AND DISTANCES:

A.) NORTH 89°54'18" EAST, 200.11 FEET;

B.) NORTH 89°08'28" EAST, 150.09 FEET;

C.) NORTH 89°54'18" EAST, 175.05 FEET TO THE **POINT OF BEGINNING**.

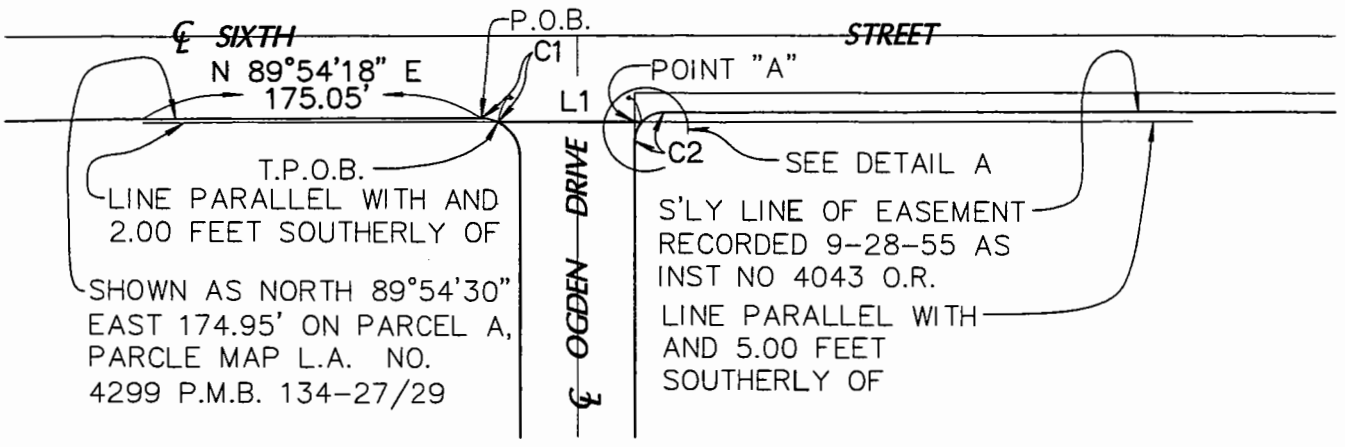
EXCEPTING THEREFROM:

BEGINNING AT THE HEREIN ABOVE DESCRIBED POINT "A"; THENCE, ALONG THE EAST LINE OF SAID OGDEN DRIVE, SOUTH 14.40 FEET; THENCE DEPARTING SAID LINE, SOUTH 07°46'45" WEST, 56.06 FEET; THENCE NORTH 82°12'20" WEST, 31.08 FEET; THENCE NORTH 07°46'45" EAST, 53.23 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 23.50 FEET; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL OF 32°16'22", FOR AN ARC LENGTH DISTANCE OF 13.24 TO A POINT IN THE NORTHERLY LINE OF THE PARCEL DESCRIBED ABOVE; THENCE ALONG THE NORTHERLY LINE OF SAID PARCEL NORTH 89°54'14" EAST, 33.07 FEET TO THE HEREIN ABOVE DESCRIBED POINT "A".

CONTAINS 52,689 SQUARE FEET OR 1.21 ACRES.

SEE EXHIBIT B ATTACHED HERETO AND MADE A PART THEREOF.

RICHARD M. SNEDAKER, P.L.S. 7565

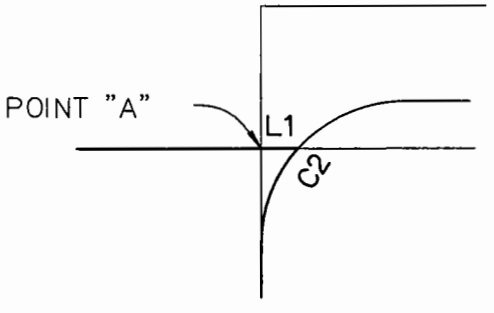


LINE DATA:

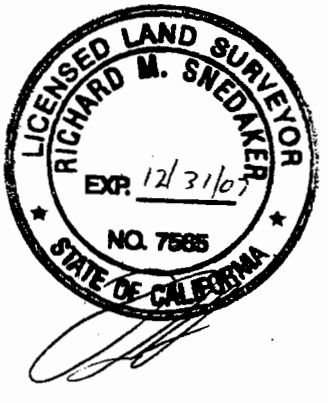
LINE	BEARING	DISTANCE
L1	N 89°54'14" E	75.11'
L2	N 89°54'14" E	3.80'

CURVE DATA:

CURVE	DELTA	RADIUS	LENGTH	TANGENT
C1	25°50'31"	20.00'	9.02'	4.59'
C2	89°54'09"	15.00'	23.54'	14.97'



DETAIL A



MOLLENHAUER GROUP
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LOS ANGELES, CA 90017
213 624 2661 TEL
213 614 1863 FAX
CIVIL ENGINEERING
SURVEYING+MAPPING
LAND DEVELOPMENT

EXHIBIT "B"
LEGAL DESCRIPTION EXHIBIT
GREENBELT AREA

PREPARED FOR:
LOS ANGELES COUNTY
MUSEUM OF ART

DATE:	06-01-06
JOB #	20043
DRAWN	RMS
SCALE	1"= 100
SHEET	1 OF 2

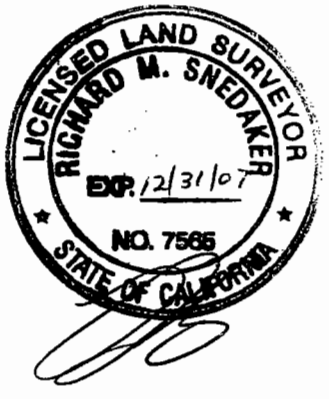
SCALE: 1"=80'

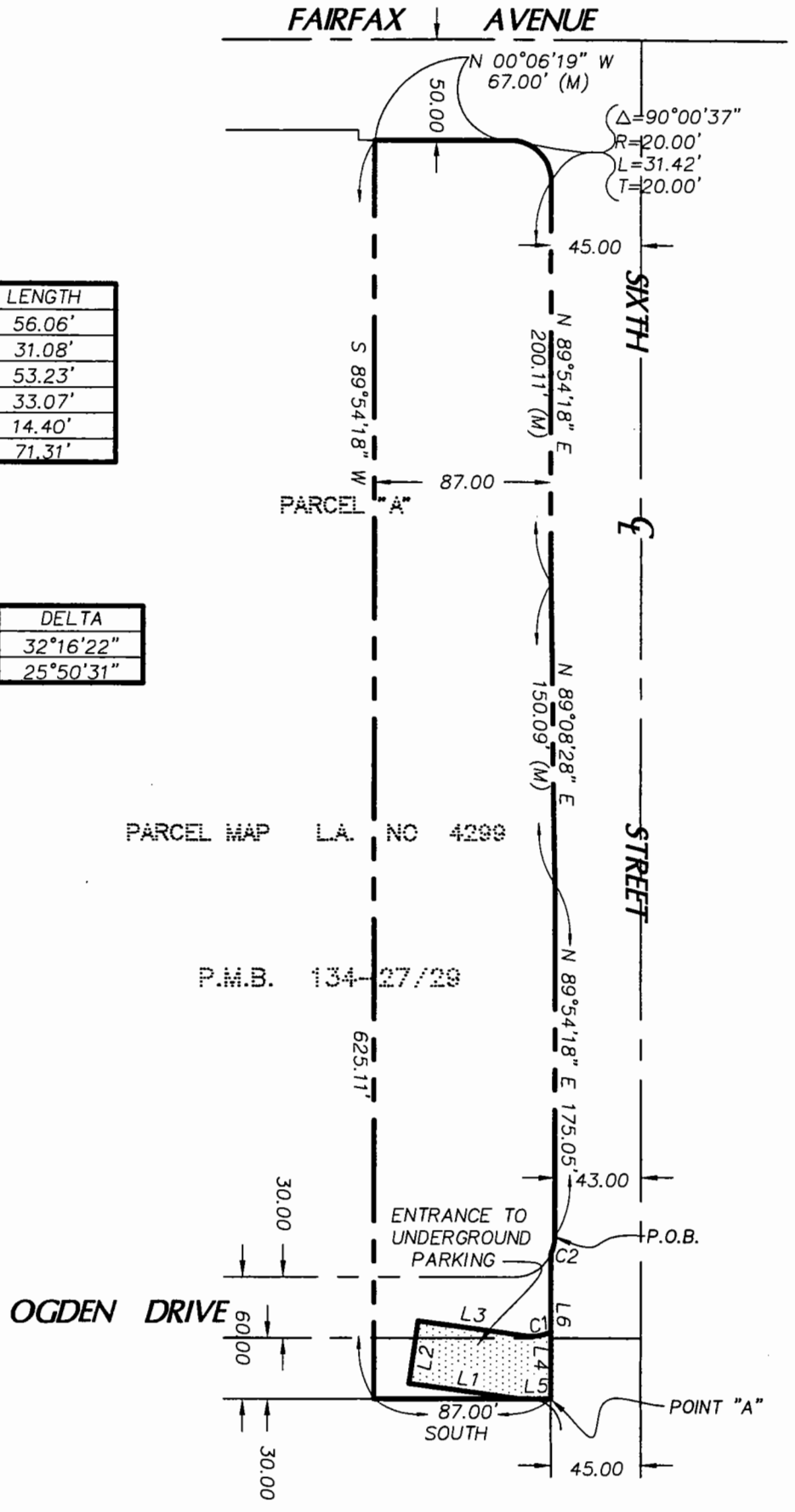
LINE TABLE

LINE	BEARING	LENGTH
L1	N07°46'45"E	56.06'
L2	S82°12'20"E	31.08'
L3	N07°46'45"E	53.23'
L4	S89°54'14"W	33.07'
L5	SOUTH	14.40'
L4	N89°54'14"E	71.31'

CURVE TABLE

CURVE	LENGTH	RADIUS	TANGENT	DELTA
C1	13.24'	23.50'	6.80'	32°16'22"
C2	9.02'	20.00'	4.59'	25°50'31"





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SURVEYING+MAPPING
LAND DEVELOPMENT

EXHIBIT "B"
LEGAL DESCRIPTION EXHIBIT
GREENBELT AREA
PORTION OF
PARCEL "A"
P.M.B. 134-27/29

PREPARED FOR:
LOS ANGELES
COUNTY MUSEUM
OF ART

DATE:	6-01-06
JOB #	20043
DRAWN	GLR/RMS
CAD	LANDSCAPE
SCALE	1"= 80'
SHEET	2 OF 2

GREENBELT CLOSURES

Parcel name: GREENBELT

```
        North: 1732.1193              East : 4974.6485
Curve  Length: 9.02                 Radius: 20.00
        Delta: 25-50-31             Tangent: 4.59
        Chord: 8.94                  Course: S 77-10-26 E
    Course In: S 00-05-42 E     Course Out: N 25-44-49 E
    RP  North: 1712.1193              East : 4974.6816
    End North: 1730.1338              East : 4983.3696
Line  Course: N 89-54-14 E  Length: 71.31
        North: 1730.2534              East : 5054.6795
Line  Course: S 00-00-00 W  Length: 87.00
        North: 1643.2534              East : 5054.6795
Line  Course: S 89-54-18 W  Length: 625.11
        North: 1642.2169              East : 4429.5704
Line  Course: N 00-06-19 W  Length: 67.00
        North: 1709.2168              East : 4429.4472
Curve  Length: 31.42                Radius: 20.00
        Delta: 90-00-37             Tangent: 20.00
        Chord: 28.29                 Course: N 44-54-00 E
    Course In: N 89-53-41 E     Course Out: N 00-05-42 W
    RP  North: 1709.2536              East : 4449.4472
    End North: 1729.2535              East : 4449.4140
Line  Course: N 89-54-18 E  Length: 200.11
        North: 1729.5853              East : 4649.5238
Line  Course: N 89-08-28 E  Length: 150.09
        North: 1731.8352              East : 4799.5969
Line  Course: N 89-54-18 E  Length: 175.05
        North: 1732.1254              East : 4974.6467

   Perimeter: 1416.12   Area: 54,818 sq. ft. 1.26 acres
```

Parcel name: EXCEPTION

```
   North: 1730.2534           East : 5054.6816
Line  Course: S 00-00-00 W  Length: 14.40
        North: 1715.8534              East : 5054.6816
Line  Course: S 07-46-45 W  Length: 56.06
        North: 1660.3093              East : 5047.0936
Line  Course: N 82-12-20 W  Length: 31.08
        North: 1664.5244              East : 5016.3007
Line  Course: N 07-46-45 E  Length: 53.23
        North: 1717.2645              East : 5023.5057
Curve  Length: 13.24                Radius: 23.50
        Delta: 32-16-22             Tangent: 6.80
        Chord: 13.06                 Course: N 08-21-26 W
    Course In: N 82-13-15 W     Course Out: N 65-30-23 E
    RP  North: 1720.4453              East : 5000.2220
    End North: 1730.1883              East : 5021.6071
Line  Course: N 89-54-14 E  Length: 33.07
        North: 1730.2534           East : 5054.6816


   Perimeter: 201.08   Area: 2,129 sq. ft. 0.05 acres
```